





**WEDNESDAY.**

### PARLIAMENTARY SUMMARY.

**HOUSE OF LORDS.**

and unanimously adopted.

HOUSE OF COMMONS.

## LAW INTELLIGENCE

LONDON AND BIRMINGHAM RAILWAY COMPANY.

NEW BRUNSWICK AND NOVA SCOTIA LAND COMPANY.

**OSWEGO C. THE COMPANY**—The plaintiff in this case claims it filled in Essex, and is the proprietor of certain hotel and property, which has been taken by the defendant, a certain number of acres of water between

LONDON AND BRIGHTON (CUNDY'S) RAILWAY.

### PROCEEDINGS OF PUBLIC COMPANIES.

LONDON AND BIRMINGHAM RAILWAY COMPANY.

The principle which the directors have adopted is to have the best of eyes to all customers, and a reasonable time will be taken to carry out their business in full competition with the result that the company at the same time being honest on their account, at the same guarantee to the public that the

**HULL AND SELBY RAILWAY.**

It is understood that they will pass in the form of a very simple description, several of them are in a great state of backwardness, and in a very short time it is expected that the cars and trucks required for the transportation of goods, cattle, etc., patterns of which are now being made.



advice, as they are not necessary to enable you to understand the position in which you are placed, they do not consider themselves justified in trespassing on your time by minutely detailing them; they think sufficient has been stated to convince you that every possible attention has been paid to the interests of the company in all departments.

The report, in advertising to the causes of additional capital required, referred to the extra cost of iron rails, by increasing the weight from 40 lbs. to 54 lbs. per yard—to the difference in the cost of laying the way with longitudinal bearers of timber with cross sleepers, instead of with cross sleepers only—in the great advance in the price of sleepers in consequence of the demand for them, as well as to the cost of Kyaukseing them—with many other expenses which, however comparatively small, swell the aggregate to a considerable amount, probably not much less than 133,000*l.* In order to meet this additional expense, the directors beg to suggest the propriety of this meeting empowering them to borrow the whole or such a part of the sum 133,000*l.*, authorised by the act of parliament to be raised.

The report of the engineer was then read.

A statement of accounts from 24th Feb., 1838, to Jan. 31, 1839, was then submitted, by which it appeared that the receipts amounted to 117,820*l.* 15*s.* 6*d.*; expenditure, 117,019*l.* 3*s.* 4*d.*; leaving a balance of 801*l.* 12*s.* 2*d.*—The amount outstanding for calls was reduced to 8668*l.* by the payment of 475*l.* on the morning of the day of meeting.

The meeting was then addressed at some length by several gentlemen, expressive of their entire satisfaction with the explanation afforded on subject of the additional capital, considering their property in no way deteriorated by such a circumstance, and congratulating themselves on the flattering prospects presented to the company, as from the increasing trade and prosperity of the port there could be no doubt of the line proving highly remunerative.

A series of resolutions having been unanimously carried, which will be found in our advertising columns, and thanks voted to the chairman, the meeting adjourned.

#### NEWCASTLE AND NORTH SHIELDS RAILWAY COMPANY.

The third annual meeting of this company was held at Newcastle, on Tuesday, the 29th ult. The report stated that though the directors could not, as they at one time expected, congratulate the shareholders on the completion of the undertaking, they had convincing proof that the opening would be only a few months longer delayed. The extreme severity and length of the last winter, great and unexpected natural difficulties which had been met with, and the failure of contractors to fulfil their engagements, were mentioned as the causes of this delay, which, however, it was believed, would not be without its use, as the testing of another winter would be of the greatest service in the consolidation of the embankments, &c. In the purchasing of the necessary property it had been found requisite in only one case to appeal to a jury. The report then proceeded to state, that contracts and agreements for nearly all the remaining works had been entered into; that the works were generally rapidly advancing; the occupation bridges were nearly all finished; the great bridges at the Ouseburn and Willington might be said to be completed; the earth-work was proceeding so favourably, that in a short time every cutting would be effected, and every hiatus on the embankments closed. Preparations had also been made for the formation of the permanent way, which it had been determined should be on sleepers of continuous bearing, which, it was expected, would increase the smoothness of the road, and promote the comfort of the passengers. In arranging for the opening, three powerful locomotive engines were manufacturing, and would be ready in the spring, together with a sufficient number of carriages. In reference to the continuance of the line to Tynemouth, renewed applications would be made to Parliament during the approaching session. The report concluded by congratulating the shareholders on the speedy prospect of the railway being opened out and in active operation; and that the increased experience of the results arising from railway communication, coupled with the increasing population of both towns and neighbourhood, left no reason to doubt but this railway would prove a very great public convenience, and, at the same time, afford a liberal return to the parties who have vested their capital in it. The report was afterwards adopted; the directors were authorised to prosecute with all vigour, measures to extend the railway to Tynemouth; and after re-electing the directors, and thanking them, the engineers, the chairman, and vice-chairman, John Straker, Esq., and the solicitors, for their services, the meeting separated.

#### CLARENCE RAILWAY COMPANY.

A meeting of the shareholders was held at the George and Vulture Tavern, on Friday, the 8th inst.

F. S. STOKES, Esq., in the chair.

A prospectus of the Stockton, Clarence, and Hartlepool Union Railway Company (capital 60,000*l.*, in 1200 shares of 50*l.* each) was laid before the meeting, from which it appears, that one of the many important objects of the Stockton and Hartlepool Railway and Dock, is to afford to the numerous and valuable collieries in the south-western districts of the county of Durham, a cheaper, safer, and more expeditious means of export than they now possess. The river Tees, which at present is the only outlet for this extensive coal-field, is, at all times, of difficult navigation. During the prevalence of strong southerly winds a vessel cannot enter it, even with the aid of the steam tug; and in the north, north-west, and north-easterly gales, no ship can with safety get out to sea; while the position of Hartlepool, on the contrary, presents extraordinary protection and facilities, ships being able to enter or quit that place with comparative ease and safety in all winds, when not only the "Tees," but all the other coal ports of the east coast are closed.

The CHAIRMAN stated, that the proposed junction railway, is from Billingham to Hartlepool, a distance of not quite eight miles, the estimated cost of which will be 43,000*l.*, leaving 17,000*l.*, applicable to the purchase of land, should it be required. He also detailed, in a very lucid manner, the advantages to be gained, and if we might judge from the ready way in which the proposal was responded to, by the proprietors present, there can be little doubt that the required capital will be easily raised, as upwards of 35,000*l.* have already been subscribed for by the shareholders in the "Clarence Railway Company," who are to have the option of taking the shares in the new Union Railway.

Thanks were voted to the chairman, and the meeting separated.

#### NORTH MIDLAND RAILWAY COMPANY.

The general half-yearly meeting of the shareholders of this company was held at the London Tavern, on Friday, the 8th inst.

GEORGE CARR GUY, Esq., in the chair.

The minutes of the preceding meeting having been read, the seal of the company was affixed to the register of proprietors.

The CHAIRMAN, in opening the business of the day, said, that having but lately expressed his opinion with regard to railways and the railway interest, which had been made public through the medium of the press, he had little to say upon that topic; he would, however, direct the attention of the meeting to two or three points connected with this company. He would first observe upon the rapidity with which the works of the company had progressed; it was without parallel, and afforded the directors much satisfaction. They were now enabled to inform the shareholders that the railway would be opened in the following year. The directors had to repeat what they had said at the former meeting, that they should apply to Parliament for power to create additional capital. Estimates had been prepared of the traffic upon the line, which had fully borne out those previously made; they were compiled with much care and accuracy, and every statement that could tend to give an appearance of exaggeration had been carefully avoided. With respect to the transmission of goods upon the railway, it was the intention of the directors not to interfere with the carriers; the line would be left open to them upon the payment of a fair rate, leaving it at the same time in the hands of the company to prevent any combination that might be entered into by them.

The report of the directors was then submitted, which referred the shareholders to the engineer's report for full information on the state of the works. Considerable progress had been made, at the same time that caution had been observed to conduct the same with every economy. Great energy and activity had been exerted to complete the contracts, and the directors could now inform the shareholders that the line would be opened by the summer of the ensuing year. It appeared that the directors had not met with any opposition of a serious nature from any of the land proprietors, and had only in two instances been obliged to have recourse to a jury to decide the negotiation. The report stated that there were 8000 men employed upon the works, with a proportionate number of horses and carriages; and the directors now looked forward to the time when the shareholders would be in the receipt of returns for the capital they had expended. The directors calculated that, notwithstanding the increased amount of capital required, the shareholders would possess a

larger income than had been expected. The Act of Parliament provided that a certain number of directors should retire by rotation at this meeting; and Messrs. Beckett, Hubbard, Pickersgill, and Stansfield, accordingly retired, but were eligible for re-election. The half-yearly accounts were then submitted, showing the amount of receipts to be 1,136,687*l.* 13*s.* 7*d.*; and that of the disbursements, 961,141*l.* 16*s.* 3*d.*—leaving the disposable balance in the hands of the company, 175,545*l.* 17*s.* 4*d.*

The engineer's report, giving full and detailed particulars of the state of the contracts, was read.

A PROPRIETOR then rose, and expressed his perfect satisfaction with the state of the company's affairs; and felt that the sincere thanks of the company were due to the chairman and directors, for their unwearied zeal in its behalf. He had no doubt, in his own mind, but that all that the chairman had stated was perfectly correct.

Messrs. Beckett, Hubbard, Pickersgill, and Stansfield, having resigned their seats in the direction, in accordance with the Act of Parliament, a motion was made to the effect—"That those gentlemen be re-elected," which was carried.

Thanks, in an especial manner, having been voted to the chairman and directors, the meeting adjourned.

#### HIBERNIAN MINING COMPANY.

A half-yearly general meeting of the proprietors of this company was held at the offices, Austin-frasers, on Friday, the 8th inst., for the purpose of receiving the directors' report, and on general business.

MR. BRADSHAW, in the chair.

The SECRETARY read the report, which gave a description of the progress of the works at Drumglass Colliery, and which appeared to give great satisfaction to the proprietors; they had commenced sinking a shaft, which was intended to go to the depth of 150 yards, at which depth, or perhaps earlier, they felt almost certain of arriving at a seven feet seam of coal; they came to this conclusion from the fact, that at the Coal Island Colliery adjoining, they had been raising coal from this seam for some time, and their ground being on the descending side of the dip, they might go a few yards, perhaps twenty or thirty, deeper, before they reached it—when it was fully expected that a large return would be made to the shareholders. The cash account was also read, which showed a balance of 4718*l.*, and the secretary informed the meeting, that they should be able to prosecute the works to completion, without making another call.

A PROPRIETOR asked, supposing they succeeded in reaching the seam of coal in question, how much coal they could annually raise and vend, and at what price?

The SECRETARY said, they could raise about 50,000 tons per annum, and vend, if they had it, five times that quantity; the price for the past year was 8*s.* 9*d.* per ton at the pit's mouth, and the expense of raising (which would, however, depend on the nature of the coal when reached) would be about four shillings per ton.

A DIRECTOR stated that, having accompanied Mr. Porter and the secretary to Ireland, and inspected the mines, he felt a moral certainty that they were in a fair way, for not only repaying the whole of the capital expended, but also for paying a large income to the shareholders; it would be borne in mind, that it had been proved, from long experience, that the coal seams in Ireland, unless at a considerable depth, were continually broken by faults, and hence no dependence could be placed in shallow workings; but at the depth of from 150 to 200 yards, they found that the strata ran regular, and a coal seam once reached could be worked with certainty; they had already reached a depth of ninety-five yards without being interrupted by water or anything else; they had one engine with forty-five inch cylinder, and two smaller ones, and every thing ready to prosecute the works with every prospect of success; he was most happy to congratulate the shareholders on the present flattering appearances of the property, and he hoped to see the day shortly arrive when a large dividend would be declared.

The following gentlemen went out of the direction by rotation, but were severally re-elected:—Messrs. Bradshaw, W. Bell, Alexander, Bartly, Richards, and Allingham, as directors; and Mr. R. Bell, as auditor.

Thanks were moved to the chairman and directors, and also to Mr. Porter and the secretary, who severally returned thanks, and the meeting separated.

#### AUSTRALIAN AGRICULTURAL COMPANY.

The fifteenth annual meeting of this company was held at the office in King's Arms-yard, on Tuesday, 29th ult., for the purpose of receiving the report of the position of their affairs, and was altogether very interesting, as the statement went minutely into everything, showing a highly satisfactory progress during the past year, and some rather important conversation, as respects the prospects of the company, took place amongst the proprietors.

JOHN SMITH, Esq. (the governor), in the chair.

#### REPORT.

The directors announce with feelings of the deepest regret the demise of their commissioner, Lieutenant Colonel Dumaresq, and they feel it due to the merits of that distinguished officer to record the high cause they entertained of the amount and important services rendered by him to the company in the conduct of their colonial affairs during the whole period in which he acted as their commissioner. Captain Philip Parker King, R.N., has been appointed commissioner, whose local experience, acquired during a residence of many years in the colony, combined with habits of control over large bodies of men, so essential for the efficient management of the company's affairs, render him eminently qualified to superintend their colonial establishment, and from the high character and station of life of that officer, the direct result assured that the interests of the company may be safely confided to his administration. The affairs of the company are temporarily under the management of Mr. J. Edward Elworthy, a gentleman possessing the entire confidence of the directors. A tolerable quantity of wheat has been reaped. The total of lands under cultivation and partially improved for that purpose, is 2800 acres. The live stock of every description was in excellent condition at the date of the latest advice. On the 31st of December, 1837, the total number of sheep was 74,201; horses, 201; cattle, 3208.

In the year 1837 live stock was sold to the extent of 9479*l.* 7*s.* 9*d.* Other sources of revenue have produced 1265*l.* 11*s.* 11*d.*

The depreciation in the value of wool in the English market in the year 1837 having lessened the demand for sheep in the colony, the company's annual public sale in February, 1838, was limited to about 4000 sheep, 35 horses and ponies, and 19 young bullocks, and produced 6184*l.* 11*s.* 6*d.* Sales of live stock by private contract have taken place, and further sales were expected previously to the close of the year 1838.

The population on the company's estates on the 31st of December, 1837, exclusive of women and children, was—Agricultural establishment, free, 44; ticket of leave, 62; convicts, 464—Colliery, free, 9; convicts, 123.

Six Scotch and English shepherds, with their wives and families, have lately been engaged by the company in England. A favourable report has been received from the commissioner, in reference to the operations of the company's colliery. The works for a new pit are nearly completed—an increased demand for coal is expected—steamers are increasing in the colony—and the Gas-light Company is expected shortly to commence operations in Sydney. On a comparison of the sale of coals during the year 1837 with that of the previous year, there appears a considerable increase; the quantity sold in 1837 being 16,000 tons—and the quantity sold in 1836, 12,845 tons—Increase, 3155 tons.

The value of coals for the six months ending the 30th June, 1838, to which period the returns have been rendered, show a corresponding increase.

Since the meeting of last year, the following waste, imported by the company, have been sold—

12 bales, part clip of 1835, producing 10,331*l.* 8*s.* 4*d.*

400 " whole clip of 1836, producing 16,544*l.* 15*s.* 4*d.*

244 " part clip of 1837, producing 16,544*l.* 15*s.* 4*d.*

Fourteen bales, the remainder of the clip of 1837, lately arrived, remain unsold.

400 bales have been imported and sold by auction, and produced 3106*l.* 8*s.* 4*d.*

On the 5th of November, 1838, a dividend of 1*s.* 6*d.* per share, for the year 1837, was declared on the joint-stock of the company.

Notwithstanding the large sale of the company's stock during the year 1837, the valuation of the live stock and other property in the colony, exclusive of the million acres of land and the coal mines, amounts to 79,380*l.* 15*s.* 11*d.*, being an increase of 12,380*l.* 15*s.* 11*d.* during the year 1837.

The directors, in concluding their report, congratulate the proprietors on the healthy state of the company's affairs, which they assure the meeting have not been at any time in so flourishing a condition as at the present moment.

The report having been approved by the meeting, Mr. HANNEY said that it was very gratifying to himself, and he doubted not to the meeting generally, to receive from the court of directors a report on the affairs of the company so favourable as that which had just been read; at the same time he should wish to know why no income had taken place in the dividends lately made to the proprietors, and it appeared to him, that, considering the prosperous state of the affairs of the company as described in the report just read, some explanation on that point from the court would be acceptable to the proprietors.

The CHAIRMAN, in reply, said he was pleased that the question had been put, as it gave him an opportunity of explaining why the last dividend had not been increased. His own opinion had been in favour of an increased dividend last year, whilst the opinion of the directors generally, who had given the subject their serious and deliberate consideration, had been against him. The fact was, that although the funds in hand were amply sufficient to admit of an increased dividend, they were not at the immediate disposal of the court, but partly in the hands of the com-

pany's commissioner in the colony, and the directors had considered it to be the more prudent course to defer the division of funds not absolutely under their immediate control, with which Mr. Hankey expressed himself perfectly satisfied, and the chairman continued by remarking that they might still look forward to increasing dividends, and that on the late occasion an increase on the dividend was only deferred.

To an observation from the chairman, that the stocks and herds of the company were rapidly increasing, and that larger returns might be expected to be realised from that source, as also from the sale of coals, and, perhaps occasionally from the sale of the land of the company, Mr. MILLS said that in the first part of the observations made by the chairman he perfectly concurred, viz., that the company might look for large returns from the sale of their live stock and from their colliery, but he did not consider it so certain that they were likely to realise those advantages from the sale of their lands which the chairman anticipated, as there was a feeling against emigration to that part of the colony, in consequence of the convict population. The chairman then stated that the government had lately raised the minimum price of land in Australia from 5*s.* to 12*s.* per acre, which proved, he thought, that there would be a large call for land in that part of the colony.

#### NORTHUMBERLAND AND DURHAM DISTRICT BANK.

The third general meeting of the proprietors in this bank was held last week. From the report read, it appeared the amount of paid-up capital on the 31st of December, was 152,175*l.*, and the gross profits arising from the usual business of the bank for the past year, 24,605*l.* 10*s.* 1*d.* from which deduct for current expenses, 4483*l.* 18*s.* 2*d.*—leaving net profits 20,121*l.* 11*s.* 10*d.*—out of which the proprietors had received a dividend at the rate of 10 per cent. per annum for the half-year to 30th of June, 7445*l.*; and the directors proposed a similar dividend for the half-year to the 31st of December, 7608*l.* 15*s.*, which upon the present paid-up capital will amount to 15,053*l.* 15*s.*—leaving a balance of 5067*l.* 16*s.* 10*d.* to be carried to the guarantee fund, which will then amount to 13,341*l.* 14*s.* 10*d.*; in addition to the above, the bank had received for premiums on shares a further sum of 1200*l.* 10*s.* After declaring the dividend, payable on and after the 11th of February, and voting thanks to the directors (who were re-elected) for their past services, as well as to Jonathan Richardson, Esq., and William Backhouse, jun., Esq., for their able and judicious management of the bank during the past year, the meeting separated.

#### WOLVERHAMPTON AND STAFFORDSHIRE BANK.

This company held their seventh annual meeting on Monday last. There was an unusually large number of proprietors present, and Alexander Hordern, Esq., having been appointed chairman, called upon John Barker, Esq., to read the report of the directors for the year ending the 31st of December, 1838. The report was of a highly satisfactory nature. It stated that the surplus profits of the year, after deducting bad debts and the necessary expenses of management, amounted to 7,833*l.* 17*s.* 10*d.*, about 16 per cent. on the paid-up capital of the company. At the last annual meeting the guarantee fund was made up to 22,972*l.* 17*s.* 7*d.*, which, with the year's interest, 694*l.* 6*s.* 11*d.*, and the surplus profits as stated above, made the total unappropriated profits of the company 31,501*l.* 2*s.* 4*d.* The directors proposed to take 1,332*l.* 15*s.* 6*d.* from the surplus profits to make up the guarantee fund 25,000*l.*, the sum resolved upon last year, and stated that the whole of that sum is now vested in the public funds. It might probably be deemed expedient to suggest a still further addition to the guarantee fund if the business of the bank should go on increasing, but on the present occasion it was not thought necessary, and the directors therefore proposed that a dividend of 13 per cent. should be declared out of the balance of surplus profits, payable on the 1st of March next. This dividend would amount to 6,500*l.*, and leave a balance of 17*l.* 2*s.* 4*d.* to be carried to the profit and loss account of the company.

#### NEWCASTLE, SHIELDS, AND SUNDERLAND UNION JOINT-STOCK BANKING COMPANY.

The half-yearly meeting of this company was held at the Assembly Rooms, Newcastle, on Tuesday, 29th ult.

WILLIAM CHAPMAN, Esq., in the chair.

The report of the directors was most satisfactory. It stated that the business of the bank continued to increase. The paid-up capital of the company is 133,100*l.* The amount of net profits for the half-year is 10,745*l.* 7*s.* 10*d.* A dividend at the rate of 10 per cent. per annum was declared, and the sum of 4090*l.* 17*s.* 10*d.* was added to the guarantee fund for the half-year. The increase of profits during the past half-year, over that of the former, is 1679*l.* 15*s.* 11*d.*, and the total amount added to the guarantee fund during the year is 6706*l.* 17*s.* 9*d.* The thanks of the meeting were unanimously voted to the general director, managers, and other officers of the bank.

#### LEEDS BANKING COMPANY.

The sixth annual meeting of this bank was held in the Music Hall, Leeds, on Friday, the 1st inst., when a very favourable report was presented by the directors. It was stated that no apparent losses had been sustained during the past year, and that the net profit was upwards of 14 per cent. on the capital. One-fourth of the profit was added to the "reserved surplus fund" (a dividend of 10 per cent. was declared; a sum applied to reduce the cost of the banking-house; and the balance placed to the fund for meeting bad and doubtful debts.

#### BANK OF FRANCE.

At a general meeting of the shareholders of this company, held on Thursday, the 31st ult., the annual account of the proceedings of the directors was laid before them, of which the following is a summary—The amount of profits for 1838 was 7,740,940*fr.* 51*c.* The dividend for the first half-year was 52*fr.*, and for the second 62*fr.* per share. Commercial bills to the amount of 336,624,571*fr.* 6*c.* were discounted during the first half-year, and Treasury bonds with other Government securities to the amount of 302,317*fr.* 60*c.* The profits upon these were 2,065,272*fr.* 22*c.* During the second half-year, commercial bills to the amount of 467,662,022*fr.* 85*c.* were discounted, and Treasury bonds with other Government securities to the amount of 329,017*fr.* 60*c.* These produced a profit of 3,031,063*fr.* 17*c.* The loans on Rentes produced 232,570*fr.* 61*c.* In the first half-year, and 173,594*fr.* 2*c.* during the second half-year. The loans on Obligations de la Ville de Paris produced, during the first half-year, 127,216*fr.* 10*c.*; and during the second, 90,820*fr.* 27*c.* The French Bank at Rheims produced a profit of 25,769*fr.* 73*c.* In the first half-year, and 66,584*fr.* 62*c.* In the second half-year; that of St. Etienne 6822*fr.* 4*c.* In the first, and 82,205*fr.* 65*c.* In the second half-year; that of St. Quentin, 860*fr.* 95*c.* In the first, and 54,762*fr.* 55*c.* In the second half-year; and that of Montpellier made a loss in the first half-year of 15,390*fr.*; but in the second gained 14,848*fr.* 29*c.* The Arrivages des Rentes held by the bank produced an annual revenue of 2,952,335*fr.* The meeting, after hearing the report, proceeded to the usual elections. M. Olier was re-elected a censor, M. Jacques Lefebvre and M. Delamarre were also re-elected members of the Council of Regency; and M. Adolphe d'Elchthal was elected to the seat in that council, vacated by the death of M. Caillaud.

#### BANKS OF THE UNITED STATES.

The number of banks in the United States, as far as ascertained by returns to the Treasury department, was on the 1st of September, 1837, 788. On the 1st of September, 1838, they amounted to 829, being an increase of 41.

	Dollars.
The amount of banking capital on the 1st of Sept., 1837, was	920,779,001
The amount of banking capital on the 1st of Sept., 1838, was	917,050,779
Being an increase of capital of	36,728,222
The amount of specie (gold and silver) in these banks on the 1st of September, 1837, was	27,818,340
The amount of specie (gold and silver) in these banks on the 1st of September, 1838, was	35,154,112
Being a diminution, in the banks, within the year of	7,335,772
The amount of bank-notes in circulation on the 1st of Sept., 1837, was	140,160,190
The amount of bank-notes in circulation on the 1st of Sept., 1838, was	119,130,910
Being a diminution of paper circulation, within the year of	21,029,280
The amount of specie imported into the United States in the year ending the 1st of September, 1838, was	17,430,542
The amount of specie exported during the same period was	2,374,646



## PUBLIC COMPANIES.

## MEETINGS.

## GREAT LEINSTER AND MUNSTER RAILWAY.

Notice is hereby given, that the second HALF-YEARLY GENERAL MEETING of the company, in conformity with the Act of Incorporation, will be held at the company's office, 62, Moorgate-street, on Saturday, the 24th day of March inst., at the hour of One precisely.

Proxies must be lodged with the Secretary five days prior to the meeting.

HENRY BAINBRIDGE, Chairman.

Office, 62, Moorgate-street, London, February 5.

**SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.**—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company will be held on Wednesday, the 27th day of February next, at Twelve o'clock at noon, at the Albion Hotel, in Manchester, in the county of Lancashire.

Attested this 26th day of January.

WHARNCLIFFE, Chairman.

15, Piccadilly, Manchester.

**THAMES HAVEN DOCK AND RAILWAY COMPANY.**—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders will be held at the London Tavern, Bishopsgate-street, at Twelve o'clock on Thursday, the 28th day of February inst. Three directors go out by rotation, but are eligible for re-election.

By order,

Thames Haven Dock and Railway Company, HENRY AMBRICE, Sec.

28, Moorgate-street, Feb. 7.

**CORNUBIAN LEAD AND SILVER MINE,** in the parish of Perranzabuloe, county of Cornwall.—A SPECIAL GENERAL MEETING of the shareholders in the above Mine, will be held at the London Tavern, Devonport, on Monday, the 18th day of February next, at Twelve o'clock at noon, to take into consideration the present state of the affairs and prospects of the Mine, and to determine on such measures as may be deemed expedient in respect of the same.

By order of the board of directors,

Devonport, Jan. 22. R. LAWS, Secretary.

**EAST WHEAL STRAWBERRY TIN AND COPPER MINING COMPANY.**—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held at No. 2, St. Mildred's-court, on Monday, the 11th day of March, at One o'clock precisely, for the purpose of taking into consideration the propriety of dissolving the company, when and where the shareholders are particularly requested to attend.

By order of the directors,

February 1. P. STAINSBY, Secretary.

**IMPERIAL BRAZILIAN MINING ASSOCIATION.**—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of this Association will be held at the London Tavern, Bishopsgate-street, on Thursday, the 7th day of March next, for the ELECTION of THREE DIRECTORS, in the place of Messrs. Gordon, Esq., Thomas Gibson, Esq., and John Way, Esq., directors, and of ONE AUDITOR, in the place of Henry James Brooke, Esq., who go out of office by rotation in pursuance of the 16th and 25th clauses of the deed of settlement, but who being re-eligible, offer themselves for re-election.

The chair will be taken at Two o'clock precisely.

Winchester House, Feb. 6. GEORGE THOMAS, Secretary.

**ST. HILARY COPPER MINING COMPANY.**—The directors do hereby give notice, that a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the company, on Wednesday, the 20th inst., at One o'clock precisely, for the purpose of making a call.

At Great St. Helen's, Feb. 5.

**WHEAL MARY CONSOLS.**—Notice is hereby given, that a GENERAL MEETING of the shareholders in the above mine will be held at the Globe Hotel, Plymouth, on Friday, the 22d inst., at Eleven o'clock in the forenoon, for the purpose of considering and deciding on the propriety of suspending its further prosecution, and also as to the best plan to be pursued for closing the concerns of the company.

By order of the directors,

St. Neot's, Cornwall, Feb. 7. JOHN FOWNALL WILLIAMS, Purser and Secretary.

**LONDON AND WESTMINSTER BANK.**—Notice is hereby given, that the ANNUAL GENERAL MEETING of the proprietors of this company will be held at the Bank, in Lothbury, on Wednesday, the 6th of March next, at One o'clock precisely, to declare a DIVIDEND, and for other purposes. At this meeting three directors—viz., Lord Wm. Russell, Esq., M. P., Mr. Stewart, Esq., and Frederick Horner, Esq.—retire by rotation, but being eligible for re-election, offer themselves accordingly.

By order of the board,

Lothbury, Jan. 21. JAMES W. GILBERT, General Manager.

The books will be closed to prepare for the dividend from the 18th of February to the 11th of March.

**COMMERCIAL STEAM-PACKET COMPANY,** empowered by Act of Parliament and Letters Patent.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders in the above company will be held at the London Tavern, Bishopsgate-street, on Monday, the 11th February next, at Twelve precisely, to receive a report from the board of directors, to elect three directors in the stead of David Napier, Esq., Samuel P. Child, Esq., and W. Colton, Esq., who retire by rotation, but who are eligible to be re-elected, and on other affairs.

By order of the directors,

Fish-street Hill, Jan. 28. JOHN BLEADEN, Sec.

## CALLS.

**GREAT WHEAL PROSPER COPPER MINING COMPANY.**—Notice is hereby given, that a CALL of TWENTY FIVE SHILLINGS per acre of 250 each, is by a resolution of the board of directors of the said company, ordered this 15th day of February instant to be paid by the shareholders on or before the 15th of March next. This call will be received at the under-mentioned places, and any shareholder unwilling to pay the same within twenty-one days after the said 15th day of March will thereby forfeit all his interests in the stock of the company.

Bankers and others authorized to receive calls:

Manchester: The Manchester and Liverpool District Bank.

Liverpool: Messrs. Smith, Payne, and Smith.

London: Messrs. Williams and Co., Miners' Bank.

Taunton: N. G. Carpenter, Esq.

Yerby: Mr. Porter.

N.B.—Those shareholders who wish to exchange their old scrips must send them, along with the printed receipts for the first and second calls, to Mr. Pike, Manager, of N. G. Carpenter, Esq., Taunton. The new scrips can be had no where else.

(Signed) CHARLES COOPER, Solicitor to the company.

Manchester, Feb. 5.

**GREAT WHEAL CHARLOTTE MINING ASSOCIATION.**—At a Special General Meeting of the shareholders of this Association, held at the George and Vulture Taverns, on the 29th inst., a CALL of TEN SHILLINGS per share was made on the shares of this association, payable on the 12th of February. The directors, therefore, hereby give notice, that all shares upon which the said call shall not be paid within fourteen days of the above date, become absolutely FORFEITED. The payment to be made at Mr. Carr's office, No. 10, Laurence Pountney-hill, and the scrip left at the same time for the endorsement thereon.—Laurence Pountney-hill, Jan. 20.

**PERRAN CONSOLIDATED MINING COMPANY.**—Notice is hereby given, that the directors of this company have called for a further instalment of FIVE SHILLINGS per share, and the shareholders are required to pay the amount of such call on or before the 11th day of March next, at Messrs. Vane, Bage, and Co., 27, Lombard-street, the bankers of the company. All shares on which the above instalment of Five shillings per share shall remain unpaid for one calendar month after the said 11th of March next will be liable to forfeiture.

By order of the directors,

February 1. P. STAINSBY, Secretary.

N.B.—The shareholders are requested to forward their shares, with the banker's receipts, in the office of the company, No. 2, St. Mildred's-court, Poultry, immediately on payment of the instalment, in order that such payment may be certified, and the scrips regularly entered.

**RODOCE COMPANY.**—Notice is hereby given, that, in accordance with the 14th resolution, passed at a Special General Meeting of the shareholders, all shares upon which the Call of One Pound per share, due this day, shall remain unpaid on Friday, the 10th day of February next, will be FORFEITED.

By order of the directors,

6, Freeman's-court, Cornhill, Jan. 24. R. MEYER, Secretary.

**STAFFORDSHIRE HEMP AND FLAX COMPANY.**—FIRST CALL—FIVE POUNDS PER SHARE.

Notice is hereby given, that the directors of the Staffordshire Hemp and Flax Company, at a Meeting held in England, on the 13th inst., passed a Resolution, in pursuance of the provisions of the deed of settlement, calling for an instalment of FIVE POUNDS per share, to be payable on or before the 25th day of March, 1855, and the shareholders are requested, in conformity with such resolution, to pay the same due on the 25th day of March, 1855.

The London and Westminster Banking Company, Throgmorton-street, London, is at the service of the shareholders.

Should the call remain unpaid for one month after the day above appointed, the bankers have been severally required to charge interest thereon, after the rate of 5 per cent. per annum, according to the provisions of the deed of settlement, from that day on which the payment is actually made.

By order of the board,

Regent, Feb. 5. WILLIAM FENTON, Sec.

**EAST MULBERRY HILLS MINING COMPANY.**—At a Special General Meeting of the Shareholders in the East Mulberry Hills Mining Company, held at the Clarendon Rooms, South John's-street, Liverpool, this 4th day of February inst., the following shares were DECLARED FORFEITED for non-payment of the Call of 10s. per share, made on October the 1st, 1853:—Nos. 681 to 685, 746 to 750, 811 to 825, 840 to 850, 861 to 875, 916 to 930, 961, 965, 1021 to 1050, 1066 to 1070, 1081 to 1085, 1131 to 1140, 1146 to 1170, 1181 to 1245, 1271 to 1275, 1291 to 1300 inclusive.

T. CROUTHER, Secretary.

Feb. 4.

**DIVIDENDS.**—The board of directors of the Mining Company of Ireland hereby give notice, that a DIVIDEND at the rate of TEN PER CENT. per annum, upon the company's deposited capital stock, for the half year ended 30th of November, 1854, will be payable on and after the 1st of March, at the company's office, 27, Lower Ormeau Quay, Dublin; and at the office of Messrs. H. and J. Johnston and Co., Rush lane, London.

The books for transfer will be closed from the 15th of February to 1st of March.

By order, RICHARD FURDY, Secretary.

Dublin, Feb. 4.

**WILLIAM TRENEY, JUN., MINE AGENT AND SHARE BROKER** (from Redruth, Cornwall), begs to inform his Friends and the Public, that he has just returned from inspecting the principal Cornish Mines, and will be happy to give every information respecting them.—SHARES for SALE in MINES paying GOOD DIVIDENDS. Mines inspected, and Specimens of the various Ores seen at his offices, where all particulars may be known on application.—If by letter, post paid.

60, Thrafields-street, London, Jan. 25.

**GERMAN AND ENGLISH STEAM NAVIGATION COMPANY.**—A printed Prospectus of a company having been circulated with the above title, in which it is stated that his Royal Highness Prince Frederick of Prussia is the President, and that Baron Carnap, Baron Furstenberg, Count Hompesch, Count Metternich, and Count Spier, are members of the provisional committee of the above company, we are desired to state that the use of the names of the above-mentioned individuals is wholly UNAUTHORIZED.

BAKENDALE, TATHAM, UPTON, and JOHNSON.

Great Winchester-street, February 5.

**GENERAL INTERMENT ASSOCIATION.**—Associations for conducting interments generally having been already formed with success in some of the most populous provincial districts, preliminary arrangements for a similar establishment in the metropolis are on the point of completion, and in a few days prospectuses, with the necessary details, will be ready for delivery.

In the mean time, those who are desirous of information upon the subject may obtain it on application to J. E. Shearman, Esq., of the firm of Templar, Shearman, and Slater, solicitors, No. 23, Great Tower street.

**THE PATENT SAFETY FUZE,** for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letters, recently received from John Taylor, Esq., V. B. H. Esq., &c.

"I am very glad to hear that your recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

By order of the Lords Commissioners of her Majesty's Treasury. This day is published, in 1 vol. 8vo., illustrated with numerous plans, sections, &c., price 14s., cloth, lettered.

**A REPORT ON THE GEOLOGY OF CORNWALL, DEVON, AND WEST SOMERSET.** BY HENRY T. DE LA BECHE, F.R.S., &c., Director of the Ordnance Geological Survey.

London: printed for her Majesty's Stationery Office. Published by Longman, Orme, and Co.

**STATISTICS OF THE IRON TRADE.** On the 1st of February was published, price Sixpence, the First Number of the FIFTH VOLUME of

**THE MINING REVIEW:** A MONTHLY RECORD OF GEOLOGY, MINERALOGY, AND METALLURGY. Edited by HENRY EDWARDS, F.G.S.

Containing, in addition to the Original Articles, Reviews of Scientific Works, Foreign Extracts, Proceedings of Scientific Bodies, and Miscellaneous Intelligence, a very important paper on the STATISTICS OF THE IRON TRADE.

The Fourth Volume may now be had, in boards, price 8s. 6d.

The MINING REVIEW is also published on the last Saturday in the month, as a SUPPLEMENT.

**THE MINING JOURNAL** AND COMMERCIAL GAZETTE, and furnished gratis to the subscribers of that publication.

The MINING JOURNAL is the only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of Public Companies, Correspondence from the English and Foreign Mining Districts, Sales and Purchases of Ores, Prices of Metals and Materials, Prices of English and Foreign Funds, Shares in Mines, Railways, Joint-Stock Banks, Canals, &c., with Parliamentary Business, London Gazette, and much original and interesting Scientific Intelligence, forming an invaluable record of every occurrence relating to MINES, RAILWAYS, JOINT-STOCK BANKS, &c.

The Advertisements inserted are confined to prospectuses of new companies, notices of meetings, calls, and dividends, sales of mineral property, or other matters intimately connected with the interests of the capitalist, and the proprietor in Joint-Stock Companies.

The MINING JOURNAL is published at Two o'clock every Saturday afternoon, at the office, 12, Gough-square, Fleet-street, London, price Sixpence, and may be had of all booksellers and newspaper vendors in town and country.

\* In an early Number will appear, a Paper on an improved Process in the Manufacture of Metals, whereby the deleterious smoke now generated will be avoided, and a considerable saving effected in the consumption of fuel, accompanied by engravings.

**PUBLIC COMPANIES.**

**MEETINGS.**

Commercial Steam-Packet Company	London Tavern	Feb. 11	12.
Royal Fulbourn Consols	George and Vulture	11	1.
Great Western Railway	3, Finsbury-street, Bank	12	1.
Maryport and Carlisle Railway	10, George's Alley	12	1.
Rock Reversing and Loan Company	71, Cornhill	12	1.
Duke of Cornwall's Harbour Company	London Tavern	12	1.
British Rock and Patent Rail	6, Great Winchester-street	14	1.
Birmingham & Derby Junction Rwy.	Dea's Hotel, Birmingham	14	1.
Northern and Eastern Railway	London Tavern	19	1.
Cornubian Lead and Silver Mine	London Inn, Devonport	18	1.
London Grand Junction Railway	Temple	20	1.
St. Hilary Copper Mining Association	15, Great St. Helen's	20	1.
Imperial Life Office	Bun-court	20	2.
Birmingham Water-works	Union Hotel	22	1.
Argenta Iron and Coal Company	9, Liverpool-street	23	1.
Haytor Granite Company	23, Eastcheap	26	1.
Sheffield, &c., and Manchester Railway	Albion Hotel, Manchester	27	1.
Commercial Railway	London Tavern	28	1.
Thames Haven Dock and Railway	London Tavern	28	1.
Great Leinster and Munster Railway	42, Moorgate-street	28	1.
London and Westminster Bank	Lothbury	4	1.
Imperial Brazilian Mining Association	London Tavern	7	2.
Clerical, Medical, & General Life Assn.	78, Great Russell-street	7	1.
East Wheel Strawberry Mining Co.	2, St. Mildred's-court	11	1.

**CALLS.**

Chesler and Crews Railway	102, Feb. 9.	Johns, Lloyd, and Co.
Birmingham and Derby Junction	102, Feb. 9.	Glyn, Hallifax, and Co.
Canada Company	24, Feb. 12.	Masterman and Co.
Great Wheel Charlotte	12, Feb. 10.	Laurence Pountney-hill.
Hull and Selby Railway	8, Feb. 13.	As former calls.
London and Brighton Railway	8, Feb. 13.	As former calls.
South Australian Company	2, Feb. 13.	Laurence Pountney-hill.
Rio de Arnet Gold Stream Works	15, Feb. 20.	Martin, Stone, and Co.
Rhymney Iron Company	26, Feb. 20.	Laurence Pountney-hill.
New Granada Mining Company	12, March 7.	Spencer, Atterwood, and Co.
Great Wheel Prosper Mining Co.	12, March 10.	Smith, Payne, and Co.
Porcupine Consolidated Mining Co.	24, March 11.	27, Lombard-street.
Cambrian Iron and Steel Co.	24, April 15.	London Joint-Stock Bank.

**MEETINGS OF SCIENTIFIC BODIES.**

**IN THE ENSUING WEEK.**

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Geographical	21, Regent-street	Monday	8 P.M.
Royal Medical and Chir.	55, Bouverie-street	Tuesday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Medical Botanical	21, Back-street	Wednesday	8 P.M.
R. Society of Literature	St. Martin's place	Thursday	8 P.M.
Scientific Society	Charlotte-st. Bloomsbury	Thursday	8 P.M.
Boyal	Coventry House	Thursday	8 P.M.
A. Association	Coventry House	Thursday	8 P.M.
Boyal Institution	Albion-street	Friday	8 P.M.
Boyal Asiatic	14, Grafton-street	Saturday	7 P.M.

**SOCIETY OF ARTS.**

Monday, Feb. 12.—The Illustration, at Eight precisely, on consulting for bridges and dams, by James B. & Co., Esq.

Wednesday, 14th.—The election of a Director, the ballot to begin at Two in the morning, and end at Two. Meeting of the society at half past seven.

A. ALLEN, Sec.

## NOTICES TO CORRESPONDENTS.

**SCULPTOR.**—The letter of our Liverpool correspondent has been received. We shall be glad to hear from him, and give the quotations of sulphur, &c., as suggested by him.

The letter on the "Bouncing Custom" will be inserted next week.

The paper on Joint-Stock Banks, forwarded by a correspondent, will appear in our next.

## THE MINING JOURNAL, And Commercial Gazette.

LONDON, FEBRUARY 9, 1855.

Among the most extraordinary and beneficial fruits of the gigantic powers of steam, for the application of which we are primarily indebted to the genius of WATT and TREVITHICK, must be numbered the system of railway conveyance, which is at this moment making such rapid strides throughout Europe, but more especially in our own wealthy and industrious country. If we look back for the last ten years only, what a wonderful change has been wrought by the introduction of railways—how totally the very aspect of the country has been changed by their construction. Ten years ago, if we except the local tramways in our mining districts, on which coal and other mineral produce was slowly drawn along by horse-power, railways had scarcely an existence, and but one work of the kind was going forward in the country—that bold enterprise of the merchants and manufacturers of Lancashire—the Liverpool and Manchester Railway. Even in this undertaking but little public interest was manifested till towards its completion, when the locomotive powers of steam, as adapted for public conveyance, were, for the first time, proved by simple and decisive experiments. The completion of this great work, its complete success, its vast public utility, and its remunerative results to the shareholders as an investment of capital, at once drew public attention to the subject, and opened a field for enterprise which had before been scarcely dreamed of, but in which what extraordinary results have already been achieved. London has been united with Birmingham, with Liverpool, Manchester, and Preston—the manufacturing districts are intersected in all directions with lines, either completed or fast verging towards completion, while another year or two will connect the metropolis with Bristol and Exeter to the west, with Southampton and Brighton to the south, with Dover and Norwich to the east, with Cambridge and with Leeds on the north. Communications are now projected with Dublin and with Edinburgh, and will, doubtless, ere long be carried into effect; indeed, as regards the Scottish capital, it is more than probable that an eastern and western line will be simultaneously executed; while the communication with the Irish capital, via Chester and Holyhead, is so powerfully supported, that it can scarcely fail of success. From these gigantic undertakings how many benefits have arisen and will hereafter arise?—benefits which, were they appreciated, as in common justice they deserve, would at once put to silence the petty cavillers who lose no opportunity of attacking the railway system, and of exaggerating the trivial defects inseparable from the rapid introduction of enterprises so grand and so novel in their character.

Railways have ensured that facility of communication which is so indispensable to a commercial country, to an extent hitherto unthought of—they have given employment to tens of thousands of the labouring classes, who might otherwise have been languishing in poverty and inaction—they have retained in the country an enormous amount of capital, which might otherwise have been carried abroad, and there employed in hazardous operations, perhaps productive hereafter of loss and embarrassment, or even applied to purposes which would have undermined the trade and commerce of our country, in the permanent internal improvement of which it has, under existing circumstances, been expended. These are some of the benefits which railways have conferred, and will long continue to confer; and without pretending that a system so vast, so complicated, and so entirely new, should at once be brought to such perfection in all its details as to meet the capricious humour of its avowed opponents or its lukewarm friends, or that so mighty an innovation should be totally unproductive of inconvenience to existing interests, we boldly ask whether the latter is not as dust in the balance; nor do we envy that mental temperament which can exaggerate the really trivial, till it surpasses in apparent magnitude, that which is truly vast.

As regards England and Scotland, the principle of railways has been triumphant; it has overcome a host of difficulties, which were at the onset truly formidable, and has now before it a brilliant and successful career—it must proceed, and it cannot fail to prosper. The results of railways in a financial point of view, have in most cases come up to the most sanguine expectations entertained of them, and proved that the large and bold investments made by the shareholders will command an ample return, commencing before the works can properly be said to be completed, and, as we trust and believe, increasing in amount, as the system becomes in time more fully extended and more perfectly developed. Short as the period has been since the entire opening of the London and Birmingham line, and heavy as the subsequent expenditure incurred in the completion of unfinished works, a dividend of 34 per cent. was declared on the enormous capital of the company, at the last meeting—a gratifying proof of the value of the property, even with its present restricted capabilities, and a welcome earnest of what may hereafter be expected from it. The Grand Junction Railway has been longer completed, and is of course more matured in its operations, while the proceedings of the late meeting exhibit symptoms of prosperity, the most gratifying and most decisive. A considerable increase of traffic was announced, resulting no doubt from the completion of the London and Birmingham line, and a corresponding increase of receipts had taken place in consequence. At this meeting a dividend of 6 per cent. was declared, although it was stated by the Chairman that "they had the lowest charges, and travelled further than any other railway in the kingdom"—a plan which that gentleman very properly expressed a strong desire to persevere in.

Much has been said of the monopoly of railways, by that portion of the press which has shown itself hostile to their formation;



## LATEST INTELLIGENCE.

**CITY, TWELVE O'CLOCK.**—Three per Cent. Red. Annuities, 92½; Three-and-a-Half per Cent. Reduced, 100½; Long Annuities, 15; Consols for Account, 92½; Exchequer Bills, 64 66 premium; East India Bonds, 62 64 premium; Dutch Five per Cents, 102½; Ditto Two-and-a-Half per Cents, 84½; Portuguese Five per Cents 37½; Ditto Three per Cents 23½. Railways:—Brighton, 4½ 4 dis.; Great Western, 12 13 premium; London and Birmingham, 82 84 pm.; New, 25 26 premium; Southampton, 43½ 44½ per share; New, 19 20 prem.; York and North Midland, par.

**REDUCTION, FEB. 7.**—Average standard, 112½ 16s. 6d.—Average produce, 7½.—Average price, 67. 8s. 6d.—Quantity of ore, 4083.—Quantity of fine copper, 320 tons 19 cwt.—Amount of money, 25,066½ 10s. 6d.—Average standard of last sale, 116½ 14s.—Produce, 68.

**LONDON, MAY 8.**—The metal markets remain as last week precisely, all firm at their quoted prices. Spelter for arrival in July and August has, however, advanced to £21 per ton in bond.

**PAID OF SHARES IN BRISTOL BANKING.**—Birmingham Banking Company, 24½ 15s.; Town and District Bank, 7½ 4s.; Manchester and Liverpool District Bank, 13½ 12s. 6d.; Wolverhampton and Staffordshire Bank, 15½; Walsall and South Staffordshire, 6½ 10s.; Coventry and Warwickshire Bank (8d. paid), 13½ 15s.—London and Birmingham Railway (dividend, 3s. 10s. per share, half-yearly), 173½; ditto, quarter shares (dividend, 17s. 6d.), 30½ 13s.; Manchester and Birmingham, 15½ 5s.; Great Western 78½; Birmingham and Gloucester, 25½; North Midland, 55½ 5s.; London and Greenwich, 17½; London and Brighton (17½ paid), 13½; Grand Junction Canal, 20½; Stratford-upon-Avon, 45½; Warwick and Napton, 210½; Warstone Lane Brewery, 21 10s.; Broad Street Brewery, 27½.—*Midland Counties Herald.*

**BANK OF ENGLAND.**—QUARTERLY STATEMENT OF THE WEEKLY LIABILITIES AND ASSETS, FROM NOV. 13 TO FEB. 5, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation .. .. £16,252,000	Securities .. .. £22,137,000
Deposits .. .. 10,969,000	Bullion .. .. 8,916,000
£27,221,000	£31,053,000

**PRIVATE AND JOINT-STOCK BANKS.**—An account of the aggregate amount of notes circulated, in England and Wales, by private banks, and by joint-stock banks and their branches, distinguishing private from joint-stock banks, between the 29th of September, and the 31st of December, 1838.—From returns directed by 3 and 4 William IV., c. 83.

Private Banks .. .. £7,599,942
Joint-Stock Banks .. .. 4,625,546

**STAMPS AND TAXES, FEB. 4.** £12,325,488

**THE EXPORTATION OF THE PRECIOUS METALS.**—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 24 inst., is as follows:—Silver bars to Calcutta, 28,000 oz.; Madras, 90,000 oz. Silver coin to Calcutta, 44,000 oz.; Madras, 40,000 oz.; Lintin, 25,500 oz.; West Indies, 20,727 oz.; Boulogne, 1500 oz.; Rotterdam, 1500 oz. Gold bars to Rotterdam, 1350 oz.; Calcutta, 1200 oz.; Mauritius, 780 oz.; Boulogne, 750 oz. Gold coin to Rotterdam, 5675 oz.; Madras, 1800 oz.; Calcutta, 1000 oz.

## ORIGINAL CORRESPONDENCE.

## ON THE ORES OF ZINC.

**TO THE EDITOR OF THE MINING JOURNAL.**  
Sir,—I have just finished reading the letter of "H. E." on the "Ores of Zinc," in your Journal. Many of the assertions rest on false foundations. I have little time to devote to such subjects, and detect controversy, but as you editorially value the "information," I shall try to put you right. From a variety of causes, spelter cannot profitably be produced in this country under 18s. per ton; and if it can be delivered in bond profitably at 14s., as "H. E." asserts, that alone would end the question as to making it here—both points being proved. The first, I have on authority from spelter-makers, before the duty was altered gradually from 28s. to 2s. per ton. The second I dispute, for it is not likely 21s. would be paid for a 14s. article. I apprehend, at that price, so few mines would pay in Belgium, Silesia, and Poland (this last omitted in "H. E.'s" list as a supplying country), that the wants of the world would not be supplied. The principal cause of cheaper spelter from abroad than here, is the very reverse of the argument used by "H. E." Coals in some of those countries are almost valueless from locality (6d. to 1s. per ton), and the great expense of smelting zinc is, as "H. E." asserts, the large quantity of coals required. As respects the ore—calamine, or lapis calaminaris, is easy to treat, and rich in metal; blende, or black-jack, very stubborn. Blende is plentiful enough now as refuse stuff, but who would mine for it at 40s. per ton? The price assumed by "H. E." blende (dressed as copper ore) is now worth 40s. to 50s., but excite a want, and where would it be after smelting works were erected? Say that 10,000 tons yearly, at 60s. even, and with the present price of zinc, or 20s. even, it would pay; but the article is like tallow, a gambling one, and no stability of prices exists. In three years I have known it 24s., 12s., and now 22s.

In 1838—Duty-paid spelter was .. .. 3,600 tons.
The export was .. .. 1,850 "
In 1839—January 1.—The stock remaining was .. 2,050 "
7,500 "
In 1838—January—The stock remaining last year 2,500 "

Consequently the import was .. .. 5,000 "

Add home-produce .. .. 1,000 "

Deduct stock remaining, 3000 tons, and the consumption was about 4000 tons. France last year imported 12,000 tons of spelter wholly from the continent (for "H. E." is in immense error in fancying Swazans, with 600 tons make, as he says, supplies France, when he admits the fact that foreign countries supply us). India and China took only about 600 tons from England (from in bond) in 1838; but it may be assumed, fairly the wants of—

India and the East are, on an average .. .. 3,000 tons.
Put down France at only .. .. 10,000 "
England at, for 1839, say only as 1838 .. .. 4,000 "
America and all other countries only .. .. 1,000 "

18,000 "

and without allowing for what is required in Silesia, Poland, and Belgium, 18,000 tons would be wanted. In consequence of the low price in 1837 (12s. at one moment), Germany, &c., in 1838, produced only 12,000 tons; hence the diminution of stock in hand in January, 1839, at all places, was found to be 7000 tons, and hence our present price of 22s.

Assume Germany at 14s., could send .. .. 13,000 to 15,000 tons.
18s. ditto .. .. 14,000 to 16,000 "
18s. ditto .. .. 16,000 to 17,000 "
20s. ditto .. .. 18,000 to 20,000 "

(and this allowance must be made for the localities of the mines, as being far or near from the rivers conveying to the ports). It follows that 15s. to 20s. upon present consumptions is the data to go upon, subject to the fluctuations inseparable from an article ruled by time bargains. I should like to see the time arrived that Cornwall or other mining districts in my own country could be benefited by producing what they have in the crude state, but I cannot consent to a false position being assumed from the ignorance of any one, however honest the intention. The time is not arrived for making spelter here. If consumption increases to 6s. the price about 18s. to 20s. it will. I remain, Sir, yours, &c.

**LONDON, FEB. 2.** A. B.  
(Our correspondent, "H. E." whose letter is referred to in the above communication, will no doubt afford an explanation of the statements here called in question.—Ed. M. J.)

## ROYAL POLBERG CONSOLS.

**TO THE EDITOR OF THE MINING JOURNAL.**  
Sir,—As you always show a laudable interest in anything affecting the mining interest, I need not doubt that you will admit these few lines in your valuable Journal. I have lately seen an advertisement, in which Messrs. De Tastet and Vigors profess to be equitable mortgagees of the above property. I therefore think the shareholders ought to be on their guard against admitting any such construction. This company was originally brought out under the sanction of Mr. De Tastet's name, and has been vigorously worked for between three and four years, and is now, I understand, paying its expenses, or making a profit. During the late

calamitous disorders in the money market, it appears that these gentlemen, who are very large shareholders, wished to work the property on an extensive scale, and therefore advanced certain sums of their own for that purpose. It is clear, however, that in the first place this was done by them for their own benefit as shareholders; and, in the next place, that they were not at all justified in so doing, for they ought to have acted on exactly the contrary system, and whilst tin was selling, as was then the case, at a ruinous price, to have kept the works on the least possible scale. They now, however, having thus worked the mine on too extensive a scale, and advanced money for that purpose, both for their own benefit, call themselves equitable mortgagees. I need not tell you that this is very incorrect, and that partners cannot treat their co-partners properly in any such manner. Recommending all interested to attend at the meeting on the 11th inst. I am, Sir, your obedient servant,  
A SHAREHOLDER.

## BLAST FURNACES.

**TO THE EDITOR OF THE MINING JOURNAL.**

Sir,—Pray oblige me by correcting an error in the punctuation of my letter in your last week's paper. You have introduced a comma in such a manner as completely to alter the sense of one of the sentences, thus:—"which is now creeping into use where it is not absolutely required, to make good grey iron," &c.; this would infer that the hot-blast there alluded to is now used where it is not required, whereas, the meaning I intended to convey was, that at those works where it is not positively a sine qua non to make foundry iron, the hot-blast is now in efficient use, and that with raw bituminous coal. Now, if the above comma following the word required be omitted, it will be obvious that such was the original intention of the sentence.

I remain, Sir, yours, &c.

LIONEL BACON.

## SWISS ASPHALTE COMPANY.

**TO THE EDITOR OF THE MINING JOURNAL.**

Sir,—Can you, or any of your numerous readers, inform me why the deposits (2s. per share) are not returned to the shareholders? The company was projected more than twelve months since, and no steps have been taken for the carrying on of the concern, and who the directors are, or where they are to be found, no one appears to know. A Mr. Herman Hendrick, of Cophthall-buildings, who took a very active part in the matter when the deposits were being paid, appears now to know nothing about it. I am, Sir, your most obedient servant,  
JAMES FRASER.

*Stoke Newington, Feb. 8.*  
(The above letter, being the second which has appeared in our Journal, on the subject of the "Swiss Asphalte Company," will, we hope, produce some explanation satisfactory to the shareholders.—Ed. M. J.)

## INLAND STREAM NAVIGATION IN INDIA.

A general meeting of gentlemen interested in the affairs of India and in this undertaking took place on Thursday, the 7th inst., for the purpose of considering a report of the directors, and on general business.

Sir R. WILMOT HORTON, Bart., in the chair.

The CHAIRMAN said that the object in forming this company was the establishment of steam boat communication between Calcutta, Bombay, and the interior of India, on the Ganges and the Hoogly rivers, as far as Meerut, Allahabad, Hyderabad, and other populous places within reach of the navigation; and he felt satisfied that the time had now arrived when the carrying out of such project would be most beneficial in both a mercantile and political point of view. He had been six years in India, and his opinion was that the increased introduction of steam navigation on the rivers in India would not only be of the utmost advantage to the population of the districts through which the vessels passed, but would pay largely to the individuals who were engaged in the undertaking. He was aware that some gentlemen considered the data on which the report was founded to be erroneous, but this meeting was called for the purpose of inquiry, and to give every gentleman an opportunity of giving his opinion on the subject, and to come to such resolution as would appear best calculated to carry out the plan with advantage.

Mr. CASSELL, the secretary, then entered into a very long statistical statement of the resources of India, in which it appeared that 100,000 persons passed in and out of Calcutta daily, between that place and Allahabad, Hyderabad, Meerut, and other populous places on the Ganges and the Hoogly rivers; and that on the Ganges alone, in the year 1837, 180,000 tons of goods passed on boats. He was satisfied that the data on which the report was founded was not only correct, but that it did not go far enough; and that in carrying out this scheme, it would be found that there was ample room for double the number of boats that the company contemplated. He drew the attention of the meeting to the time when only one stage ran between London and Paddington, and compared the present state of Calcutta and the interior to that period; and that the increased and still increasing population would require all the energies of the company to establish the required transit of passengers and goods; and he was certain that the speculation would turn out the most advantageous of any company of the present day.

Mr. AUBURN said that he felt as much as any gentleman present the importance, nay, the necessity of steam boat communication in India, but he thought, before any report was adopted, they ought to be satisfied that the data on which that report was founded was correct. He, for one, was satisfied that such was not the case. He read a letter from Captain Johnson to Mr. Tennant, which stated the number of passengers at only 20,000, instead of 100,000, as stated by Mr. Cassell. There were other important points which had not been touched upon either by the chairman or the secretary; and as he had not been favoured with a copy of the report, and he believed many gentlemen in the room were in the same ignorance of its contents, and as he could not place any confidence in the present direction, he should move—"That a committee be formed to investigate the truth of the report put forth by the present directors, that a company may be formed on a basis which shall be above all suspicion; such committee to consist of General Briggs, Colonel de Havilland, Colonel Brin, Captain Henderson, and William Shand, Esq.; and as many of the present directors as they chose to add to their number." He was convinced that the present directors had not gone to the proper quarter for inquiry, and could inform them that the East India Company were most liberal in allowing the inspection of their books and documents where it did not interfere with their business; and such facility would be of the utmost importance to the present company.

A rather stormy discussion now took place between Captain Tuckett, Turtin, Barber, and Messrs. Mott, Anker, and the chairman, &c., during which various motions and amendments were put and withdrawn, and a considerable interval elapsed before the regular business of the meeting proceeded; at length Mr. Mott said, that though he confessed he was one who had not read the report, he was so well acquainted with the general bearing of it (and he had no doubt every gentleman in the room was), that he for one gave his cordial approbation to its adoption, and he called upon them to do so. If ever there was a time when inland communication by steam was required in India it was the present, either looking at it in a commercial or political point of view; when, on the one hand, we had the insidious approaches of Russia, and on the other that gigantic power in machinery, which Britain could now use to her advantage. He could find nothing in the report to condemn, nor in the conduct of the directors, to make him withdraw his confidence; and he called upon the meeting to join him in adopting the report, and thus giving an opportunity of carrying out the great objects for which the company was intended to be formed.

Captain LINGUIST had commanded a steam boat on the Ganges for twelve years, and had been employed by the Government to measure the river 300 miles above Allahabad, and from his experience he stated the number of voyages each boat could make, as stated in the report; he had himself made the voyage in twenty days, and he doubted the boats could average twelve voyages a year, and be three days each to clean and get in order. From his experience he was sure the establishment of inland communication would be of the utmost advantage to the people of India, both in a commercial and political point of view.

After a deal of desultory conversation, a resolution was passed that the committee be formed, and that the report be adopted, and that the company be formed, and that the meeting be adjourned.

Thanks were then voted to the chairman, and a vote of confidence in the direction as at present constituted, and the meeting separated.

to this objection many conclusive answers might be given, but we think the above statement, brief as it is, speaks volumes on the subject. It proves that profit to the shareholders may be combined with cheapness to the public, and that railways may effect an equal saving of time and of money—facts utterly subversive of the idea of monopoly in its general and objectionable signification. On this subject we may refer to some pointed remarks at the late meeting of the London and Birmingham Railway Company, when it was observed by the Chairman, "that the effects of monopoly were injurious, because it supplies a worse article at a higher cost—but who ever before had heard complaints of a monopoly which had completely supplanted the previously existing system of free trade, by its superior accommodation and superior cheapness."

Whatever projects may be brought forward, or whatever discussions may take place in the Session of Parliament just opened, with reference to railways, either existing or proposed, there is one thing certain—that they will take a higher ground than on former occasions—that the test of experience has now been applied to their value, both as regards public and individual advantage—and that in neither respect have they been found wanting. This we consider as a great triumph, and as one which may be made of great utility in any legislative measures which may now or hereafter be brought forward, inasmuch as instead of having to deal with an untried and equivocal experiment, the subject of discussion will be an acknowledged national improvement, and an immensely valuable private property.

The late heavy losses sustained by the Manchester and Liverpool District Bank, have naturally excited much public attention, not merely with reference to the position in which that concern has itself been placed by these most unfortunate occurrences, but as involving in their consequences the character, stability, and management of Joint-Stock Banks generally. Opinions on the subject have naturally varied much, according to the bias of preconceived ideas; to those who are unfriendly to the system, the losses sustained by this bank, form of course strong grounds of censure, both as instances of individual mismanagement, and as an argument against Joint-Stock Banking in general. The advocates of the system, on the contrary, are able, and we consider with justice, to find redeeming features even in a state of things most indisputably calamitous.

From a careful consideration of all the circumstances, we are by no means inclined to attach much importance to the present case, as involving the principle of Joint-Stock Banks—a principle which must be tested by a much wider scope of facts and results, than that afforded by any separate concern. The case itself is undoubtedly a most deplorable one, and the enormous loss of 375,000l. upon two accounts only, by whatever train of circumstances the directors may have been led on to continue further advances, indicates in our mind a want both of that caution and decision which are so indispensable in the management of banking concerns. If we look, however, to the management of other banks, or even to that of the Bank of England, how many errors might be discovered, how many instances of want of judgment or decision might be inferred from known facts, and how many others may have occurred, of which the public are wholly ignorant? To deduce any inherent defects in the principle of Joint-Stock Banks from this single circumstance, in the face too of the general success which has attended them, would be therefore to adopt a hasty and most unjustifiable conclusion, from premises which by no means warrant it.

The circumstance most deserving of attention in the present position of this bank, and most decisive of the correctness of the principle on which it is founded, is, in our mind, the stability with which it has stood the shock, and the perfect confidence which it still maintains, under circumstances which would have shook any private concern to its foundation, if, indeed, it had not crushed it altogether, spreading panic, distress, and dismay throughout the great mercantile community in its neighbourhood. That the Manchester and Liverpool District Bank, falling back upon a numerous and wealthy body of shareholders, should have undergone this trying ordeal, in the manner it has done, is in our opinion one of the most remarkable events which have taken place in the history of Joint-Stock Banks; and it is gratifying to observe, that in all its other features the state of this bank is satisfactory and prosperous, affording fair grounds for the belief that when the present unfortunate affairs shall have been adjusted, it may yet realise the most sanguine wishes of its projectors and shareholders, while it will undoubtedly long form a beacon which will guide the management of all similar concerns.

We observe, with pleasure, that a well-deserved tribute of admiration and respect is about to be paid to an individual, to whose genius and untiring energy, his country is deeply indebted for one of her grandest modern improvements—the formation of railways, and the application of locomotive power—we allude of course to George Stephenson, Esq. A committee has been formed, embracing many of the first names connected with the iron trade, to consider the subject of a "Stephenson Memorial," and we hear that a colossal statue is spoken of, to be erected in such part of the kingdom as may hereafter be determined upon, and formed of that most appropriate material—cast-iron. A meeting of the committee and of other gentlemen who take an interest in the proposition, is appointed to be held on Friday, the 15th inst., the proceedings of which we hope to report in our next.

## THE FUNDS.

## CITY, FRIDAY EVENING.

Consols closed at 92½ for money, and 92½ for the account. The Three-and-a-Half per Cent. Reduced Annuities 100½; and the New Three-and-a-Half per Cents 99½. Bank Stock 202½ 203 money. India Stock 232 233 money, and 233 time. The premium upon Exchequer Bills 64 66, and on India Bonds 64.

Portuguese New Bonds 37½; and the Three per Cent. ditto 23½. Spanish Bonds, with the May Coupons, 18½ 19. Pasives 41, and Deferred 41. Mexican 8½ per Cents 23½, and Colombian 28½ 29. Buenos Aires 97½ 98½. Danish 75½ 4. Dutch Stock 54½. Old Five per Cents 102½.

Brighton Railway Shares 3½ dis.; Blackwall 1½ dis.; Birmingham 82 84 pm.; Southampton average 4 7-16 pm.; and Croydon New Scrip 3½ pm.—British North American Bank Shares 14 pm.—London Joint-Stock Bank 34 pm.—National Provincial Bank of England 1 pm.—National Bank of Ireland 1 dis. to par.—Worthing Tontine 17s. 6d. pm.



## MINING CORRESPONDENCE.

## ENGLISH MINES.

## ROSE DOWN MINING COMPANY.

Jan. 24.—To-day, in the usual way, I have again been here, and have examined the operations now going on in this mine, and am happy to state that the prospects are decidedly very encouraging; since my last visit I calculate we have broken 500 worth of tin. Captain John Williams says much more, but I fear to reckon higher than what I have stated. I have agreed with a gentleman, the manager of the Cornwall Great Western Mines, for the use of one of their stamps for two months, and shall begin at once to return and ascertain the quality of the work, and I think by the time of my next inspection (four weeks from this instant), we shall have ready for sale a parcel of tin. The particulars of proceedings and prospects are as follows:—The ground in the deep adit appears promising for tin, and we expect, in a few fathoms more, to cut the Great Thistlestone lode, which is so productive at the shallow adit. The price we give for driving is 4l. per fathom. At the shallow adit we are driving east and west on the Great Thistlestone lode, which is about eight inches wide in each end, and producing good work for tin. The price we give here is 35s. per fathom for driving. At the back of this level we are stopping at 18s. per fathom, and the lode will average about one foot wide, and is also yielding good work throughout. Our smithy is completed, and the small account-house is nearly so. In conclusion, I consider Rose Down is very likely (from present appearances) to prove a good mine.

RICHARD ROWE.

## QUEEN'S MINING COMPANY.

Jan. 23.—We are driving a ten fathom level east of our former workings, on a counter lode, at 12s. per fathom, which we find to be very promising, and producing at present rich stones of tin, and we are in great expectations of soon meeting with a run of tin ground. At about 150 fathoms west of this place we are also driving a ten fathom level, for the purpose of intersecting another tin lode, which has proved very productive near the surface; and so far as we have driven in this cross-cut, the ground appears quite congenial for tin, and we have great hopes of success here as well as in the eastern part: the conditions the men are working at here are 7s. per fathom for driving, and 6s. 6d. out of the pound for tin. It is with much pleasure that I can state that our new operations certainly look favourable, and although the water still covers our old and productive ground, yet I think we are likely to return from our present mode of working a ton of tin (for this month), which will, I think, very nearly pay the month's cost.

RICHARD ROWE.

## EAST WHEEL STRAWBERRY MINING COMPANY.

Feb. 4.—The new engine-shaft is now sunk about seventeen fathoms four feet below the adit level, the ground continuing still spare for sinking; yet the ground in the twenty-four fathom cross-cut, driving under, is fully as favourable as it has hitherto been. I do not see any thing worthy of observation in the pitches since our last report.

F. EVANS.

## TINCROFT MINING COMPANY.

Jan. 30.—I can only say, by way of report of this mine, that we are working steadily in every department—all our machines doing well. We are breaking, drawing, stamping, and dressing about the same quantity (and that of the same quality) of tin stuff and copper ore as for some time past, and from present prospects shall continue to do so, at least I expect we shall be able to give, on an average, 2000l. per month profit.

W. PAUL.

## TAMAR SILVER LEAD MINING COMPANY.

Feb. 4.—The engine-shaft is sunk about eight fathoms under the 135 fathom level, but none of the lode has been taken down since my last report. At the 100 fathom level driving south we have an improvement since my last; the lode is a foot and a half wide, saving work. No alteration has occurred in the ninety-five fathom level driving south. Driving south, at the eighty-five fathom level, the lode continues three feet big, and saving work. Going south, at the seventy-five fathom level, we are desuing the lode, but it presents a favourable appearance. Our tributaries are working well, and their prospects I consider good. The parcel of silver lead ore, computed 850 nine tons, was sold on Wednesday last, at 12l. 5s. per 21 cwt. dry ore, to George Hartley, Esq.

MARK JAMES.

## UNITED HILLS MINING COMPANY.

Feb. 2.—In the twenty-five fathom level, west of diagonal-shaft, the lode is two feet wide—one foot of which producing ore. In the winze, in bottom of thirty-five fathom level sinking, the lode is two feet wide, with good stones of ore in it. In the adit east, of eastern shaft, the lode is eighteen inches wide, producing a little ore. In the winze, in bottom of ten fathom level sinking, the lode is three feet wide—1ft. 6in. fair quality ore. In the twenty fathom level east, of eastern shaft, the lode is 1ft. 6in. wide, producing stones of ore. In the twenty-seven fathom level east, of counting-house shaft, the lode is 1ft. 6in. wide, producing stones of ore. In the eastern shaft, sinking under thirty fathom level, the lode two to three feet wide, producing good ore. In the thirty-six fathom level, east of Turton's shaft, the lode is three and half feet wide—two feet of which ore. In the thirty-six fathom level west of ditto, the lode is two feet wide, producing stones of ore. In the forty fathom level, east of Williams's shaft, the lode is four feet wide, producing good stones of ore. In the forty fathom level west of ditto, the lode is four feet wide, producing stones of ore. In Williams's shaft sinking the lode is six feet wide—two feet of which ore of a fair quality. In the forty fathom level, east of Diagonal shaft, the lode is six feet wide, producing ore throughout. The pitches back of adit level, and the pitch back of forty fathom level, are likely to produce a large quantity of ore.

C. FENROSE.

## POLBREEN MINING COMPANY.

Feb. 2.—Vice's Flat-roof engine-shaft is now sunk below the twenty-two fathom level nearly ten fathoms, and we have only now to sink about three feet more for the engine as a fork. Our twenty-two fathom level driving west, on the Downright lode, is just as last reported, small, and producing but little tin. At this level going east the lode is improved since that time; it is about six inches wide, yielding rich stones of tin, and may be considered a kindly level. At the twelve fathom level, west of Williams's shaft, Dorcas's lode is eight inches wide, composed of tin and muddle. Mortimer's lode, going west of Stainby's engine-shaft, at the fifteen fathom level, is about one foot wide, impregnated throughout with tin, and appears to be improving as it goes west. At Murray's we have put a party of men to stop a piece of the bottom of the adit under the copper and tin ground, so productive above; what may be the result, however, going below the deep adit, no one can yet say. Our tributaries are engaged in dressing the lode since last setting-day, consequently cannot say at this time what their prospects are.

RICHARD ROWE.

## REDMOOR CONSOLIDATED MINING COMPANY.

Cullington, Feb. 4.—In driving north, at the sixty fathom level, the lode is from eight to ten inches in width—rich work for silver lead ore. In the fifty fathom level north the lode is divided into small branches, yielding a little lead ore, but from its present appearances, a favourable change may shortly be expected. Going north, at the forty fathom level, the lode is from eighteen to twenty inches in width, chiefly composed of kila, spar, muddle, and lead, but of the latter a small portion. In the south end, at this level, the lode is about six inches big, which is principally of muddle and silver lead ore; the ground in this end is hard, and from the quantity of water now issuing from the lode and the adjacent country, renders our progress slow. The stopmen are now performing the necessary work to be done in the shaft from the sixty to the seventy fathom level. At the north mine no alteration of importance has occurred since my last. Respecting the tribute department, the new pitch set in the back of the sixty fathom level, not any of the lode has been broken during the past week, as the men are desuing it. The appearances of the pitches generally are without any important alteration.

SAMUEL HARPER.

## ST. HILARY MINING COMPANY.

Feb. 2.—In the engine-shaft the lode is twenty inches wide, with a branch of ore in middle of lode three inches wide. In the seventy fathom level west the lode is eight inches wide, producing two-thirds of a ton of ore per fathom. In the seventy fathom level east the lode is eighteen inches wide, with good stones of yellow ore. In the sixty fathom level east the lode is eighteen inches wide, good for ore. In the winze, in bottom of the sixty fathom level, the lode is eighteen inches wide, very throughout. The levels are improved since my last.

C. H. RICHARDS.

## FERRIS CONSOLIDATED MINING COMPANY.

Feb. 4.—The ground in Windus's engine-shaft, during the last fortnight, has proved rather harder than usual, which has a little impeded our progress. We have now, however, sunk through the hard floor, which consisted chiefly of spar, and the ground has again become favourable for sinking. We are down seven fathoms three feet below the fifteen fathom level. At the fifteen fathom level, driving west of the Flat-roof engine-shaft, Anthony's lode is from two to three feet wide, composed of muddle, soft spar, jack, and a small portion of lead. The ground and lode here appears encouraging, and our opinions are that this part will deserve trial. At the same level going east no man can see a more promising lode; it is four feet wide, one foot of which is producing rich work for lead, and all the ground which we have for some time past driven, and which we are still passing through, will not at a moderate tribute. On the south lode, at this level, we have of late been driving by the side of the lode, in order to drain the same, it being so very wet, we found it difficult and expensive to drive on its course. In my next I hope to be able to give some further account of the appearances again of the lode there. We calculate to sample this day fortnight (10th inst.) about twenty-four tons of rich lead ore. I am truly gratified in being able to say that I never was so well pleased with the prospects in our present new workings, as I have been after my inspection underground to-day.

R. ROWE.

## WEST WHEEL JEWELL MINING ASSOCIATION.

Feb. 4.—Buckingham's perpendicular shaft is cut down and secured about nine feet under the twenty fathom level, and the rise against it from the thirty is up about two fathoms, and we expect nearly to communicate them this month. The forty-two south, on Hodge's cross-course, is driven about four fathoms this month; we have not cut the lode as yet. The thirty-east, on the south branch, is driven about five fathoms in the past month; the lode is about ten inches wide, spar, yellow and black ore; during the month we have broken from this end four and a half tons of ore, of good quality. Wilkinson's engine-shaft is sunk about two fathoms in the past month; the lode is from three to four feet wide, composed of peach, spar, muddle, &c., intermixed with small bunches of black, and spotted with yellow ore.

M. WILLIAMS.

## CORNUBIAN MINE.

Chiverton, Feb. 5.—I have just arrived from underground, after making a survey of the whole mine, and feel great pleasure in being able to state to you that I never found the mine exhibiting such favourable aspects as at the present time. The forty fathom level west, on Chiverton lode, is looking very promising, with a good branch of lead in this level. The same level east, on the south lode, is large, but not rich at present. The thirty-two fathom level west, on Chiverton lode, we have a large and rich lode, producing plenty of lead. We have now working fourteen pitches, from 45s. to 140s. per ton. The men are working with spirit and doing well, and raising plenty of lead. I expect, from a minute survey, that we have raised this last week about twenty tons of lead. We have now dressed fourteen tons; undressed about eighteen; broke underground nine; total, forty-one. From the above you will clearly see that our raisings will greatly exceed our cost.

JOHN BORLASE.

## TRELEIGH CONSOLS MINING COMPANY.

Feb. 2.—I am much pleased at being able to inform you that our prospects at Christie are encouraging. The forty fathom level continues to improve; the ground is easier since survey-day, and the lode three feet wide, producing saving work; coming under the pitches set at 3s. 6d., which are looking well, the men working regularly, and getting fair wages. The thirty is also improved, and continues to open tribute ground. The twenty is looking cheering and producing ore; the lode one foot wide, and I hope will improve. The Shanger levels are at present poor; we have nearly completed the plat, and shall commence sinking Good Fortune shaft next week. Here, I should observe, we have a kindly lode to the west, and I have no doubt that by extending our levels and working this part properly, it will do well.

W. SINCOCK.

## GWINEAR MINING COMPANY.

Feb. 2.—In the thirty fathom level east the lode is two feet wide, with stones of tin. In the twenty fathom level west, no alteration. In the ten fathom level east the lode is one foot wide, with stones of tin. The pitches are looking well. The men in the pitch, back of twenty fathom level, our mine captain (Jennings) says will throw up one ton of tin this month. I hope this will induce the tributaries to speculate.

C. H. RICHARDS.

## HOLMBUSH MINING COMPANY.

Stoke Climsland, Feb. 4.—The ground in the cross-cut, at the 100 fathom level, north of the engine-shaft, continues the same—our progress satisfactory. Driving west of the engine-shaft, at the eighty fathom level, the lode is still about eight inches wide, worth about 14l. per fathom. Driving west, at the seventy fathom level, we find the lode in this end again forming itself into a more regular and stable position than when last described, and also presents indications sufficient to warrant an improvement in its quality; worth at present about one and a half ton per fathom. Driving west, at the seventy fathom level, on Flap-jack lode, no alteration. Driving west, at the sixty-two fathom level, the lode still continues to exhibit its mastery and productive appearance; varies but little in size and quality, is from five to six feet wide, and worth about ten tons per fathom. The lode in the stopes, at the back of this level, and also in the stopes at the back of the fifty-two fathom level, has not been taken down since my last, therefore nothing new to communicate. Driving the fifty-two fathom level west is suspended for a short time, through being obliged to remove the men to stop a piece of ground in the bottom of this level, which will occupy about a fortnight, when we shall resume its driving. The lode in the forty fathom level west is about eighteen inches wide, and worth from 20l. to 25l. per fathom. Driving west, at the thirty-five fathom level, the lode is much as last reported. Our tributaries in general continue to exhibit a favourable appearance. The parcel of copper ore sampled at Calstock-quay on the 30th and 31st ult., weighed 134 tons 1 qr. dry ore, of superior quality to the last parcel.

F. PHILLIPS.

## ENGLISH MINING COMPANY.

Great St. George, Feb. 5.—The new lode lately discovered in Bourdillon's engine-shaft, at Wheel Prudence, I consider a most important discovery; and although very little of it has yet been seen, yet when in town I hope it will be in my power to show that it gives to Wheel Prudence an interest it never had before. You will observe by the setting report that a considerable improvement has taken place in the ground through which both the shaft and the rise are passing. You have accompanying the setting reports for February, and the usual monthly documents for December, to the former of which I would beg to direct your attention for the present state of our various underground operations.

H. HUMPHRIES.

## FOREIGN MINES.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gold produce from 9th to 28th November, 1898 (received 6th of February, 1899)—stamps (seventeen days), 17lbs. 7oz. 13dwts. 1gr.—24lbs. 6oz. 2dwts. 27grs.—Total, from 1st July to 28th Nov., 372lbs. 8oz. 14dwts. 2grs.

## CANDONGA MINING COMPANY.

Candonga, Nov. 10.—Mina Mestre Shaft.—Having cut through the lode in the south cross-cut, we continue driving on its course towards the old bottom; the ground is hard, with a strong lode, from two and a half to three feet big, composed of all the different qualities of stone we have been accustomed to find in the old bottoms, but up to the present time we have not cut any gold. Finding that the water sunk but slowly in the old bottoms we have drawn it out from footway winze, at the bottom of which place we shall drive a few fathoms, in order to avoid communicating with the water in the old workings; and we propose making a passage down to the bottom level, where we now have our Englishmen, with some blacks, rising on the cross-course, in the softer part; when this is accomplished, the butt end of the lode, against the cross-course, from this level to the bottoms will be examined.

Deep Adit.—We have one Englishman and some blacks employed in this work—the ground is improving. Or-Shaft.—At the twenty-seven fathom level we have one pair of men employed in driving a level on trial, commencing on the Mina Mestre branch, it being softer than any other point. After we have driven fifty or sixty fathoms we intend to cross-cut the branches—a cross-cut earlier would lead us under the workings of the former owners. The men who were employed at deep shaft are now repairing the deep adit shaft.

Nov. 3.—I do not know that it is in my power to say anything in explanation of our position. Of course you will have noticed the sameness which has run through the reports for some time past—only by dint of perseverance shall we be enabled to offer any novelty. The lode is big (no bad sign), though it does not yield gold. Experience has assured us that a large lode is not likely to be productive; equally has experience taught us that a large lode in all probability leads to an auriferous branch; at present we are almost at a stand still, our stamps force is employed in washing the Cata barrow, which has already been alluded to.

A. F. GOODRIDGE, M.D.

## ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Dec. 4.—The Gamba stone is improving, very good indeed, having yielded upwards of six ottavas per ton; and one-third of this ore has been schistous earth from the wall of the lode, taken out in driving the Gamba level—this is a promising little mine.

Produce for November, and estimate value of sand on hand—

Gold extracted to date	Ots. gr.
Value of sand, nearly six days' stamping, with 40 heads	4311 80
Sand from 103 tons 3 cwt. Gamba ore	700
Trough	600
Streaks	140
	60—1300 0
	5311 80
Deduct sand of last month	1503 0
For the month of November	4253 60

This is the lowest produce for the number of working hours we have shown this year. The quantity of stones stamped during the month, 1424 tons, is only about 100 tons short of what ought to have been stamped, and could at this rate of produce have only raised the total produce to about 4324 cwt. I must candidly state that I am not quite clear. I have during the month endeavoured to trace the cause to its true source; our comparison commenced twelve days since is not yet completed. It is a check on the reduction department itself of the stamps; my impression is that the cause exists in the stone itself. I have not seen so much while looking stone come from the mine as of late—within the last few days the produce has again improved. I am having all hard stone and kila thrown away, and I have set an Englishman to have this property done, so that the produce per ton of ore must rise.

## BRAZILIAN COMPANY.

Cata Branca, Dec. 2.—Since my last nothing new has occurred. Tactically of the hindrances common to this (the rainy) season, all goes on satisfactorily. I had hoped to be able, at this time, to report the completion of the deep adit, but am disappointed. In addition to its being, if possible, harder than usual, we have had bad speed. This month will bring us very near home, although I do not look to hole. In the shallow kila level, too, we have got forward more slowly than I expected. This month will certainly complete its junction with No. 8 sink, when, as you will see by the mining captain's report, we are stopping east to meet it. The lode in this sink is, I think, of a very promising nature, although not large; but as I purpose supplying the new stamping mill by stoping from No. 8 sink, along the deep adit (by way of giving a fair trial to that of which we as yet know nothing), I shall in two or three months be able to speak more surely. Of the mining captain's report, I will only observe, that the opinion given by Capt. Williams of appearances in the mine, is not at all too high. Decidedly the lode improves as we gain in depth.

W. COTESWORTH.

Gold return for three weeks, to 30th Nov.	33	oz.	dwt.	grs.
Ditto for the month of November	49	8	13	2

The following letter relates to Conceição:—

Nov. 24.—Since my last Captain Scott informs me that all has been going on steadily, and that he hopes to cut the line earlier than he anticipated. I trust such may prove to be the case.

W. COTESWORTH.

## MINAS GERAES MINING COMPANY.

Morro das Almas, Dec. 4.—From the diary enclosed, you will perceive that we were obliged to keep the six-head stamps partly idle, from the want of sufficient hands to supply them. This newly pitched mill reduces nearly double the quantity of ore than it formerly used to do, and it will be much to be regretted, should we not be able to supply it constantly. In the mine the work continues with little alteration; sinking was going on slowly, but the stopes were supplied with the usual number of hands, and a fair quantity of ore has been extracted. I much lament no considerable improvement has occurred in the ore from the stopes. The branch bed at the landing level has been worked, but we have been unable as yet to draw any conclusion as to its extent and direction; it retains still a very favourable appearance; the walls are undefined, and the ores much dispersed through a mass of rock belonging to the clay-slate formation. The quantity of amalgam in the amalgamating apparatus has considerably increased compared with the former ten days work, apparently owing to the ore from this branch. I am anxious to learn its extent and relation with the main bed, which, by extending more on its course and depth, we shall soon be able to ascertain.

Produce for the month of November, 9lb. 11oz. 9dwts.

## CACATECAN MINING COMPANY.

Fresnillo, Oct. 27.—During the month nothing has been done in the department of Valentians. In Santa Teresa the driving of the winze of San Fernando was once prosecuted one week. In the Trinidad a few paradises went down to see if any ore could be met with in the workings above the water, but not having succeeded, the search was given up. Only in the department of Leon some works were kept on regularly. In the winze of the Vispera, in Cata de Plata lode, we had some workmen employed for a week; the work was then discontinued, having found, by measurement, that only fourteen varas were wanting on the underlie of the lode to arrive at our extreme boundary, and knowing that only at a still greater depth the good ores were met with in the adjoining mine of Cata de Plata. The accompanying map will show the circumstances of this point of our pertinencia, and to that I take the liberty of referring you, as likewise to the annexed report of the workmen. The end to the north, on Cruce's vein, continues in good ore; the buzones having taken up the end to the south, and the appearances having improved, I ordered the driving to be resumed, on account of the negotiations. The object of making it a tutwork again, is to open out more ground, and enable us to employ more people at partition afterwards; if we had left it in the hands of the buzones the end would have been choked up. We were obliged to suspend the end of Socorro, having cut a considerable feeder of water; it was found necessary to erect a dam to keep back the water—this work is at present in hand. The end continued in good ore to the last, but without any improvement. Finding no good could be done in any other manner, as a last resource we gave the mine to buzones at partition, allowing them one-third of the ores broken. In all the month the raising has been only 3144 cargas, which, according to the domestic assay, should give in patio nine marcos per monton, or thereabouts. The result of the first montons benefited, will show us whether the mine can be profitably worked or not. With respect to the bottoms I explained to you every thing in my last, so that there is no occasion to repeat any observations at present. I have only to state, that in the contrafio de Descubridora the ores continue to hold out, but in various other points they have disappeared or wedged off into thin strings not worth working.

[Mr. Schuchardt was about to return to Europe on account of his health, and had retired from the company's service. Mr. Schlieden, a gentleman of high reputation as a miner, was engaged to succeed him, and was expected at Pinaros about the end of December.]

## NATIONAL BRAZILIAN MINING ASSOCIATION.

## Extract from the Commissioner's Letter.

Cocoes, Nov. 28.—You will be happy to hear that we have again commenced operations at the deep adit, and that the mine continues to hold out to us the same bright and happy prospects of a successful result. Produce in seventeen working days, to 28th Nov., 48 mks. 6 6 53; sand extracted and reserved for reduction, estimated at 16 mks. 2.

## ANGLO-MEXICAN MINING COMPANY.

Guanajuato, Nov. 23.—Sirena.—The operations in this mine have been limited to one work on destajo, and the extraction of ore from two or three points on hacienda account. Within the last few days the destajo has been cut into a hilt of tolerably good ore, of which a few cargas will probably be extracted in the present week. The total quantity of clean ore raised during the last five weeks is about 675 cargas, which I hope will cover, or nearly so, the expenditure for the same period.

San Lorenzo and San Augustin.—The works at present carrying on in these mines are the following:—Contratado de Esperanza, from the level of San Juan, on the cuerpo de medio, and in good ore; cruceiro de San Sivero, commenced from the alto to cut into the same clavo de Esperanza, and about thirty-five varas above it; Pozo de la Cruz, the lowest point of the planes of San Lorenzo, and a few varas below the level of San Juan, in ore, but of rather low ley, and at present, therefore, more a speculative than a productive working—it is on the cuerpo alto; Pozo de San Augustin, being cleared out in search of the planes of the same name; it is now some thirty varas below the level of San Juan, from the fronts of which, by means of a short cross-cut, it was first discovered—there is ore in this point, which assays very rich for gold, and which will be worked as soon as ventilation is obtained for this purpose. The weekly extraction of ore, chiefly from the contratado de Esperanza, is at present about fifty cargas, of various degrees of richness, of which an opinion may be formed from the accompanying list of assays, which have been made daily for some time past. Only two arrastres at Pastila are at present employed on these ores; up to Saturday last they had ground fifty-five cargas, and the empico of quicksilver was 10 lbs., including 12 lbs. of pelia used to empillar the arrastres. On Monday an assay was made of the alientos, and it gave 9 dwts. 30 grs. of silver, and 456 grs. of gold per marc; the result for gold will therefore be about as follows:—Empico, 16 lbs.—6 marcos plata mixta x 858 grs. 5148 grs., deducting four marcos from the six for the silver contained in the 12 lbs. pelia, it follows that the fifty-five cargas of ore have assayed to be the arrastres about two marcos of silver and 5148 grs. of gold, or 2524 grs. per marc, which is equal to about three dollars per carga for the gold alone; what this ore may still yield in the patio remains yet to be seen, but it is more than probable that the silver to be obtained from them will also contain a moderate ley of gold. For several weeks past we have been employed in clearing and making a transitable communication thence to the mine of Asuncion Proper; this very important object has now been effected, and several points containing ore have been discovered in the progress of the work, which will be proved; but as expenses hitherto have been unavoidably heavy, I am now wishing rather to contract than extend our present scale of dead works. The present weekly extraction of ore, and chiefly from San Pedro, is about fifty cargas, and the daily assays which have been made thereof will be seen from the list now transmitted. Two arrastres at Pastila are also employed on these ores; fifty-five cargas have been ground therein with an empico of 14 lbs. of quicksilver, including 12 lbs. pelia used to empillar the same, as in the case of San Lorenzo, and the Asientos have assayed at 11 dwts. 18 grs. silver, and 519 grs. gold; the ore ground has therefore assayed to about one marc of silver, and about 430 grs. of gold; the ley of silver in the patio will, however, be considerably higher than that expected from the San Lorenzo ores, as the accompanying list of assays will show. I have purposely gone into these particulars, although Captain Miron's report will very probably notice some of them, and also with the design of showing that the mines in the county of San Nicolas are really deserving of the attention which is bestowing upon them, and that there is reasonable ground to expect that by degrees, although probably not so rapidly as might be wished, they will be made to pay, and return with increase the capital which has been laid out upon them.

BRISTOL AND GLASGOW RAILWAY.—Mr. Ross, contractor for the tunnel to be executed near Falkirk, on the line of this railway, commenced work on Monday last.



## RAILWAYS IN IRELAND.

On Friday, the 1st instant, a very important meeting was held in the Commercial-buildings, Dublin, to take into consideration the propriety of calling upon Government to adopt the best and most expeditious means of introducing a comprehensive system of railways into Ireland.

There was a numerous attendance, including the Duke of Leinster, Lord de Vesci, Lord Cloncurry, Baron de Robeck, and many of the leading men in the mercantile and professional classes. It was evident, soon after the commencement of the proceedings, that the meeting was divided into two parties, one favourable to the construction of railways by the Government, and the other advocating private enterprise.

The Lord Mayor in the chair.

The Duke of Leinster rose to propose the first resolution—

That safe, expeditious, and economical modes of conveyance and intercourse are amongst the greatest public benefits which can be conferred on a country, and which it is therefore the duty of every Government, by all practical means, to secure to all classes of its subjects.

The Proprietor of TRINITY COLLEGE (Dr. Sadleir) seconded the resolution, which passed without dissent.

Lord Viscount DE VESCI proposed the second resolution—

That the establishment of railroads in Ireland, on a great comprehensive plan, would be eminently calculated to extend to this portion of the empire these important advantages, and thereby materially to promote its future improvement and prosperity.

This resolution was seconded by Baron DE ROBECK, and adopted.

Lord CLONCURRY proposed the third resolution—

That it appears to this meeting impossible that the establishment of any such comprehensive system of railways, on principles calculated to extend its usefulness to all parts of the country to which railways are applicable, can, under existing circumstances, be effected by private capital and enterprise, and that it consequently becomes the obvious duty of the Government, in order to secure to the people of this country advantages of such vast importance, to take this great national work into its own hands.

Mr. A. BOYLE seconded the resolution.

Mr. J. DWYER rose to move an amendment, to the effect—"That instead of handing over public works of this kind to the Government, they shall be called upon to give aid, in the form of loans of public money, to companies established for the purpose of constructing railways." The learned gentleman proceeded to address the meeting at considerable length in support of his proposition, contending that the inevitable effect of the resolution would be to paralyse private enterprise, whilst it would destroy those companies already in existence, whose capital had been advanced upon the faith of Acts of Parliament obtained at immense expense. Mr. O'Connell, he said, had been chairman of the committee of the House of Commons which had recommended the granting of an Act for the Kilkenny Railway, and now he was one of those who would render that Act a perfect nullity. Mr. Dwyer quoted from a speech of Mr. O'Connell in the House of Commons, to show that he was one of the first to condemn the report of the Irish Railway Commissioners, on the ground that it had a tendency to destroy private enterprise. The learned gentleman stated that the resolutions brought forward at the present meeting had been printed in the form of a circular, and, having been marked "private and confidential," had been circulated by Mr. Pim, who filled the office of treasurer to the Dublin and Kingstown Railway Company. That company, he said, owed 100,000l. to the Government; and if the present plan succeeded, and the Government were intrusted with the management of railways in Ireland, it might be found desirable to purchase up the interest of the shareholders in the Dublin and Kingstown Railway. After some further observations, Mr. Dwyer concluded by proposing his amendment, which was seconded by Mr. DICKSON.

Mr. O'CONNELL next addressed the meeting. He said he had indulged the fond hope, seeing at this meeting Irish peers and commoners, merchants, and other citizens, of all political parties, that for the first time there would be a perfect union for the good of their common country; but the speech he had just heard showed how delusive was that hope. Yet he believed this attempt at division would prove an utter failure. With respect to the resolutions having been previously prepared, surely it was the invariable course to arrange them beforehand, and not to give them to the public until they had obtained the sanction of a meeting. Nothing could have been fairer or less objectionable than this course. The learned gentleman had charged him with inconsistency, because he had changed his opinion on the subject of the Railway Report; but he would never attempt to preserve what was termed consistency at the expense of his judgment; he would be always ready to acknowledge his errors when facts proved him to be wrong; and now he decidedly approved of the report of the Railway Commissioners. Private enterprise would be totally unavailing to establish a proper system of railways in Ireland. Mr. O'Connell spoke at great length in support of the resolution.

At length the CHAIRMAN put the question on the amendment, which he declared to be negatived, and the third resolution was then put and adopted.

Professor Butt, Mr. Bald, engineer, Mr. McCulloch, and other gentlemen subsequently addressed the meeting.

All the resolutions were adopted. The fourth declared that "railways, in the hands of individuals or of chartered companies, are necessarily monopolies." The fifth insisted on the advantages and facilities possessed by Government, over individuals, in effecting such undertakings.

I submit the remainder of the resolutions—

6th. Resolved, that the result of the economy to be thus obtained in the construction of railways, would unquestionably be to produce a reduction of the charge for the conveyance of both goods and passengers, considerably below the rates at present levied on any railway in these countries, in proof of which it is only necessary to refer to the progress and known circumstances of the railways constructed by the Government of Belgium.

7th. Resolved, that it appears to this meeting altogether unnecessary that either England or Scotland should be taxed for the establishment of railways in Ireland. It would, on the contrary, be desirable that a separate loan should be raised by Government, of an amount amply adequate for the purpose, the interest whereof should be the first charge on the proposed railways, the profits from which, even under the most unfavourable views, and embracing the most unproductive lines yet projected, could scarcely fail to defray the almost charge for interest to which they could be subjected.

8th. Resolved, that although anxiously desirous for the success of a measure, which they are persuaded would be a most important degree promote the future prosperity of Ireland, this meeting, composed almost exclusively of the citizens of Dublin, desires distinctly to disclaim being influenced by any partial views whatever; they can in fact have no interest as to the several directions in which such proposed lines of railway should be laid down, save only that they should, whether singly or as distinct lines, or collectively as in one great comprehensive system, be so directed and combined, as in the utmost possible degree to conduce to the general prosperity, not only of Ireland, but of the empire.

9th. Resolved, that in the event of Government being induced to undertake this great national work, it would, in the opinion of this meeting, be only an act of justice that parties who have obtained Acts of Parliament, or who have prepared Parliamentary plans for so meritorious an object as the introduction of railways, however partially, into Ireland, should be reimbursed the actual expenses they have incurred.

10th. Resolved, that this meeting refrains from referring more fully, or in detail, to the advantages which must manifestly accrue to the people of Ireland, whether as regards their moral or social condition, from the accomplishment of a national work of such vast importance; to the increase of the revenue; the facilities in the post-office arrangements; the establishment of harbours on various parts of the west or south-west coasts, connected by the ramifications of a comprehensive railway system with the metropolis, and with every part of the interior; to the improvement of the agriculture of the country, the establishment of manufactures and the general development of the vast resources of Ireland, and more especially to the alleviation of those burdens for the maintenance of the debt, which must now be sustained by the country—in respect to all of which this meeting is persuaded that the more fully the contemplated introduction of a general and comprehensive system of railroads in Ireland, under the direction and the authority of Government shall be considered, the more entirely will it be found worthy of the support of all classes of the people of Ireland.

An amendment to one of the resolutions, to the effect—"That the Government should be especially called upon to include Connaught in their arrangements," was proposed by Mr. JAMES DWYER, and adopted. A committee was also appointed to communicate with Government on the subject, and to prepare petitions to Parliament.

The Duke of Leinster having been called to the chair, thanks were voted to the Lord Mayor, and the meeting separated.

**INCREASE OF STEAM NAVIGATION.**—So rapid has been the increase of these vessels throughout the British empire, that, although in 1814 we possessed only two, the united tonnage of which was 456 tons, we have now a fleet of 690, whose tonnage amounts to 67,969 tons. The victory which the power of steam has gained in North America is even greater than this. Thirty years ago the United States had but one steamer—they have now between 500 and 600. They were first introduced on the Mississippi, in 1811; and, by 1831, 348 boats had been built for the navigation of the western waters. In the very heart of America, at Pittsburgh, may be seen moored in the river Ohio, a fleet of thirty or forty steamers. Lake Erie alone is traversed by between forty and fifty, from 200 to 700 tons register.—*Quarterly Review.*

## NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed. Through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

## GREAT NORTH BRITISH RAILWAY.

BETWEEN EDINBURGH AND NEWCASTLE-ON-TYNE, BY WAY OF BIRKBECK-ON-TWEED.

Railway communication between London and Edinburgh, by way of Newcastle and Birkbeck-on-Tweed, is well known to have long occupied the attention of many influential gentlemen in the north of England, and the country having now been surveyed and favourably reported on by Mr. Stephenson, this great undertaking has received such sanction and support, as will undoubtedly carry it forward to a successful issue.

The following strong opinion has been expressed by Mr. George Stephenson on the merits of the proposed line:—"I may say, that in the whole course of my experience, I never examined a country for a line of railway of the length this will be, where the works to be executed were of an easier description, or the levels and inclinations of a more favourable character."

The proposed capital is two millions sterling, upon which a clear return of 215,000l. per annum is estimated, thus leaving a profit of nearly 11 per cent. to the shareholders.

## RAILWAY INTELLIGENCE.

**LONDON AND GREENWICH RAILWAY.**—The number of passengers on the line from the 31st ult. to the 7th inst., was 21,206, producing (including creek and footpath), 325l. 3s. 8d.

**MANCHESTER AND LEEDS RAILWAY.**—The stupendous embankment at Mills Hill is now nearly levelled, and, when completed, will form probably the longest and highest work of that description in England. It will contain 319,202 cubic yards of earth, so much as 40,000 of which have been shifted in one month. The whole of the embankment from Mills Hill to Rochdale will contain 964,000 yards, and the cuttings amount to about 300,000. The permanent rails are being quickly laid at the Rochdale end. The iron bridge across the Heywood branch canal is nearly finished.

**MIDLAND COUNTIES RAILWAY.**—Mr. E. W. Hutchinson, of this town, has been appointed superintendent of this railway. The salary is 300l. per annum till the line is opened, and then it is to be increased to 500l. per annum. There were eighty-four applications for the situation, but the contest lay between Mr. H. and a gentleman of Birmingham named Brown.—*Leicester Chronicle.*

**BRANCH RAILWAY FROM THE LONDON AND BIRMINGHAM STATION AT COVENTRY TO WARWICK AND LEAMINGTON.**—We understand that a survey of the line for this most desirable medium of communication has been recently made, under the superintendence of one of the most eminent railway engineers, and that a report of the same will in a short time be presented to the public. The advantages that must result to the above towns from its adoption, will be immense, forming, as we hear it is intended to do, one continuous line with the existing Railway, and thus opening a direct and expeditious communication with London, Liverpool, Manchester, Birmingham, Coventry, Leicester, Derby, &c. By its adoption the expeditions and easy transit of passengers will be secured—a great saving of time and expense in the conveyance of goods—the opening a new and cheap market for coal from the extensive collieries within only three or four miles of Coventry, but which the present expensive method of land carriage almost precludes both Warwick and Leamington from the use of—and last, though not least, the inconvenience so generally felt, as well as the risk, of a post-boy conveyance at night for the letters will be removed, and an earlier arrival in the morning, and a much later departure of the mail at night, will be ensured. We have no doubt, therefore, that the project will be zealously supported by the residents and visitors of Leamington, as well as the inhabitants of the county towns.—*Leamington Chronicle.*

**LEEDS AND BRADFORD RAILWAY.**—The provisional committee at Leeds hoped to have received Mr. Stephenson's report this week, but its completion consumes more time than was anticipated, and about a fortnight will elapse before they have it in their possession. It appears, however, that this eminent engineer has surveyed no fewer than three lines, and one important fact is announced as ascertained by him, viz., that instead of the proposed railway being fourteen miles long, it will not exceed thirteen miles. The provisional committee have had reports laid before them during the week, of the traffic which may be fairly calculated on for the Leeds and Bradford Railway, and they find that the amount is so much beyond all previous estimates, that they have expressed the opinion, that the necessary Parliamentary notices should be given without any hesitation or delay.—*Leeds Mercury.*

**THE CHAIRMAN OF THE GRAND JUNCTION RAILWAY.**—We understand that at a meeting of several of the proprietors of shares in the Grand Junction Railway, held on Thursday last, it was resolved to enter into a subscription for the purpose of presenting to Mr. Moss, the chairman, "such a testimonial as may be most acceptable to him." The active and valuable services of Mr. Moss in promoting the interests of the shareholders are admitted by every one who is acquainted with the subject, and are such as justify entitling him to some mark of respect. We believe that it is intended that 1,000l. should be raised for this purpose, and we have no doubt that this sum will be readily obtained from the proprietors, who are now profiting by his valuable services.—*Liverpool Times.*

**SOUTH-EASTERN RAILWAY.**—A few days ago a tremendous fall of chalk took place at the facing of the rock forming the entrance of the west tunnel through Shakespeare's Cliff, Dover, by which, had not some warning been given by particles falling, no less than seventy-eight men must have been crushed to atoms, so lofty was its pitch, and forming as it did a mass of several thousand tons. By this fall, however, the geologists have a treat, as the vertebrae of an immense animal has been laid bare, and it is expected that the remaining parts of the skeleton will be found on the removal of the fallen rubbish. The works of this undertaking are progressing rapidly. The east tunnel is cut through the intended line; and the shafts are being steamed up to the surface of the ground, to avoid accidents to the workmen below—in short, the whole of the road from Dover and Folkestone is one scene of bustle and energy. A train line is laid down to expedite the removal of materials, &c., for the prosecution of this great national undertaking.—*Maidstone Gazette.*

**THE RAILWAY.**—The true friends of Western Cumberland and of Furness will rejoice to learn that there now exists no doubt that the requisite plans and surveys of the grand line of railway through this district and across Morecambe Bay will be ready by the 1st of March to be deposited in the hands of the Clerk of the Peace. The survey has been completed on the Lancaster side of the Bay, and the surveyors and Mr. Rastick's assistant engineer were at or near Bootle yesterday. No hindrances have been met with, but on the contrary, the work has gone on most cheerfully and pleasantly.—*Whithaven Herald.*

**THE IRON TRADE.**—A rise of 11. per ton on manufactured iron was realised at the quarterly meetings last week, both by the Staffordshire and Shropshire houses. There were a considerable number of dealers at the Town Hall, Birmingham, on Thursday week, between whom and the masters there appeared to be a good understanding, the dealers being satisfied with an advance. The houses in that district still continue full of orders; and, altogether, the iron trade is in a very healthy state, with a good prospect of its continuance.—*Durham Advertiser.*

**LAUNCH OF AN IRON STEAM-BOAT.**—There was launched from the building yard of Mr. Charles Wood, at Doncaster, on the 22d inst., an iron steamship, 145 feet long, and 35 feet broad, intended for South America. On being launched, this vessel drew only eighteen inches water, and with machinery and cargo will not exceed three feet.—*Whithaven Herald.*

## SALE OF COPPER ORES AT REDRUTH.

Sampled, Jan. 23, and Sold at Andrew's Hotel, Redruth, Feb. 7.

Mine	Tons	Price	Purchaser	Mine	Tons	Price	Purchaser
Carn Brea	91	2 15 0	Williams.	Wh. Virgin	77	5 4 0	Vivians.
ditto	77	2 3 0	—	ditto	76	5 7 0	P. Grenfell.
ditto	78	0 9 0	—	ditto	67	0 9 0	—
ditto	71	0 9 0	—	ditto	64	4 17 0	Vivians.
ditto	67	2 3 0	—	ditto	56	9 17 0	Mines Royal
ditto	62	6 4 0	—	ditto	59	2 7 0	Vivians.
ditto	54	14 2 0	—	ditto	53	3 0 0	P. Grenfell.
ditto	55	0 3 0	—	Gr. W. Por.	55	4 0 0	Williams.
ditto	47	12 3 0	—	ditto	50	10 15 0	Mines Royal
ditto	51	4 3 0	P. Grenfell.	ditto	24	2 0 0	Williams.
ditto	19	1 10 0	—	W. Prosper	67	3 0 0	Mines Royal
ditto	18	3 1 0	Williams.	Owen Vean	51	3 3 0	—
Wh. Treas.	52	0 19 0	Nevill & Co.	Rosneath	30	4 13 0	Freemans.
ditto	80	3 0 0	—	Unity W.	91	3 18 0	Mines Royal
ditto	54	3 15 0	—	ditto	60	3 18 0	Williams.
ditto	54	7 0 0	—	ditto	8	1 12 0	—
Fowey Consols.	367	9478 4	0	Wh. Union	59	3 7 0	Vivians.
ditto	43	0 19 0	Williams.	Reliance	91	3 1 0	—
ditto	43	3 9 0	Vivians.	ditto	63	0 11 0	—
ditto	30	2 6 0	—	ditto	44	4 3 0	—
Fowey C.	103	3 3 0	Williams.	ditto	11	12 13 0	Freemans.
ditto	101	4 16 0	Freemans.	Wh. Vor.	112	4 11 0	Vivians.
ditto	78	0 1 0	Vivians.	ditto	62	0 16 0	Williams.
ditto	74	0 9 0	—	Levant	78	12 8 0	—
ditto	31	0 3 0	—	Gr. W. Char.	59	2 7 0	Freemans.
Darling	103	7 6 0	Vivians.	ditto	49	3 0 0	Williams.
ditto	90	3 2 0	Freemans.	ditto	44	3 0 0	Vivians.
ditto	74	0 11 0	Williams.	Wh. Julia	60	0 0 0	Mines Royal
ditto	60	1 15 0	Vivians.	ditto	35	4 4 0	Williams.
ditto	64	3 4 0	—	Harveys Ore	53	0 0 0	P. Grenfell.
Tresavean	104	6 0 0	Williams.	Wh. Mary	47	0 18 0	Williams.
ditto	97	4 9 0	P. Grenfell.	W. Osborne	25	5 7 0	—
ditto	92	1 14 0	Freemans.	Wh. Cock	7	9 12 0	—
ditto	91	3 10 0	—				

## TOTAL PRODUCE.

Carn Brea Mines	679	4571 12	0	Wh. Unity Wood	900	1180 10	0
Wh. Treas.	430	2650 10	0	Wh. Union	59	338 11	0
Wh. Darlington	367	9478 4	0	Wheal Vor	174	938 11	0
Tresavean	390	9354 11	0	Levant	78	912 8	0
Wh. Virgin	278	1987 10	0	Gr. W. Char.	59	347 0	0
Gr. W. Fortune	59	338 11	0	Wheal Julia	60	333 10	0
Wh. Prosper	67	338 11	0	Harveys Ore	53	160 4	0
Owen Vean	51	338 11	0	Wheal Mary	47	874 17	0
Rosneath	30	413 0	0	Wh. Osborne	25	383 1	0
Reliance	91	1899 10	0	Wheal Cock	7	67 7	0

Average standard, 1137. 16s.—Average produce, 71.—Average price, 41. 9s. 0d.—Quantity of ore, 4033.—Quantity of fine copper, 330 tons 13 cwt. 41. 9s. 0d.—Average standard of last sale, 1136. 14s.—Produce, 69.

No sale on Thursday next.

Copper ore for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Pools.—Tresavean, 624; Consolidated Mines, 554; Fowey Consols, 430; Wheal Harmony, 393; Godolphin, 176; Buffield Mines, 109; Trevelian, 110; Levant, 104; Trevelian Consols, 99; Wheal Burrow, 87; Wheal Gwilym, 79; North Carnarvon, 79; Wheal Leads, 71; Wheal Curtis, 57; North Downs, 60; Wheal Vrynay, 51; Wheal Daniel, 50; Copper Bottom, 36; Wheal Plenty, 10; East Reliance, 15.—Total, 3044.

## SALE OF COPPER ORES AT SWANSEA.

Copper ore for sale Feb. 13.—Coburn 104, ditto 85, ditto 60, ditto 75, ditto 75, ditto 112, ditto 24, ditto 23—Knockmahon 125, ditto 100, ditto 100, ditto 91, ditto 85, ditto 85, ditto 85—Ballymurrigh 125, ditto 55—Valparaiso 80, ditto 79—Crown 85, ditto 65—Chill 102—Cospo 80—Ballygahan 85, ditto 14.—Total, 3016.

## PRICES OF SHARES AT LIVERPOOL.

PRICE OF SHARES AT LIVERPOOL.											
	£	s.	d.		£	s.	d.		£	s.	d.
Liverp. & Manch. Railway	100	26	0	Leicester & Swanning.	do.	50	75	10	0		
Ditto Quarters	25	40	0	London and Southampton	do.	40	45	10	0		
Ditto New Half	50	71	10	New shares	do.	30	40	0	0		
Manchester, Bolton, & Bury	100	75	10	York and North Midland	do.	20	30	0	0		
Railway and Canal	75	75	10	Birmingham and Derby	do.	30	30	0	0		
Manchester & Birmingham	100	14	17	Ulster	do.	40	45	10	0		
Ditto Extension	75	7	0	Liverp. & Har. W. Workado	do.	45	45	10	0		
Birkenhead and Chester	25	32	15	Booth ditto	do.	32	37	0	0		
Chester and Crewe	100	13	2	Liverpool Coal Gas	do.	37	37	0	0		
Bolton and Leigh ditto	100	64	10	Liverpool New Gas & Coke	do.	30	30	0	0		
Warrington & Newton do.	100	100	0	Exchange Buildings	do.	100	100	0	0		
Kerrow and Leigh ditto	100	100	0	Ocean Assurance Company	do.	10	10	0	0		
Wigan Branch ditto	100	100	0	Liverp. Marine Assur. Co.	do.	20	20	0	0		
North Union	100	70	10	Bank of Liverpool	do.	124	124	10	0		
St. Helens & Runcorn Gap	100	100	0	Manchester and Liverpool	do.	124	124	10	0		
Grand Junction ditto	100	307	0	District Bank	do.	124	124	10	0		
Ditto Half shares	100	64	10	Royal Bank of Liverpool	do.	100	100	10	0		
London and Birmingham	do.	174	0	Commercial Bank of Liver.	do.	10	20	0	0		
Quarter shares	do.	35	18	Union Bank of Liverpool	do.	10	13	0	0		
Leeds and Manchester do.	do.	70	10	Liverpool Banking	do.	10	11	17	0		
Hull and Selby	do.	10	10	Albion	do.	30	37	3	0		
Midland ditto	do.	54	15	Northern & Central Bank	do.	10	10	0	0		
North Midland ditto	do.	54	15	of England	do.	10	8	0	0		
North Eastern	do.	5	3	Commercial Bank of Engl.	do.	5	5	10	0		
Birmingham & Gloucester do.	do.	24	10	North & South Wales Bank	do.	10	10	0	0		
Great Western Railway	do.	75	10	Bank of Manchester	do.	10	12	0	0		
London Counties	do.	10	17	Wills and Dorset Bank	do.	10	10	0	0		
Edinburgh & Glasgow	do.	9	17	East of England Bank	do.	10	7	0	0		
Edinb. Leith, & Newhaven	do.	5	17	Borough Bank	do.	12	12	0	0		
Glasg. Paisley, & Greenock	do.	8	2	South Lancashire Bank	do.	7	6	17	0		
Ditto, Kilmarnock, & Ayr	do.	5	2	Royal Bank Ferry	do.	20	2	17	0		
London and Brighton	do.	14	10	Monk's (Woodside)	do.	17	7	17	0		

## METEOROLOGICAL JOURNAL, 1839.

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### PRICES OF SHARES.

## JOINT STOCK BANKS

No. of Shares	NAME OF COMPANY	Amount Paid	Amount Paid	Price	Dividend per Share	Rate of Interest
25,000	Agrie. & Com. of Irel.	25	16	—	—	—
5,000	Australasian	40	40	69	5	Jan.
1,500,000	Bank of Scotland	150	150	264	—	—
10,000	Bank of Birmingham	50	10	—	10	Mar.
10,000	Birmingham Bank	50	10	163	10	Mar.
500,000	British Linen Co.	100	100	—	—	—
20,000	British North Amer.	50	25	27	10	—
1,000,000	Commercial	100	100	183	—	—
20,000	Colonial	100	25	209	—	—
5,000	Equitable Loan Co.	—	9	10	—	—
10,000	Foreign Banking Co.	50	5	63	—	—
2,000,000	Glasgow Union	50	50	—	—	—
10,000	Glostershire	50	10	26	10	Feb.
6,000	Hampshire	50	8	—	10	Aug.
10,000	Hibernian	100	25	—	4	—
3,000	Devon & Cor. Bg. Co.	—	20	36	—	—
30,000	London & Westmin.	100	20	244	5	Mar.
5,000	Lancaster	100	20	—	10	Aug.
10,000	Liverpool	100	124	263	6	July
50,000	London & Bank Co.	50	10	134	5	June
50,000	Manch. & Liver. Dis.	50	10	—	74	Aug.
20,000	Manchester	100	25	27	—	—
25,000	Monm. & Glanorg.	20	10	15	13	Mar.
20,000	North & South Wales	10	10	160	6	—
5,000,000	National Scotland	—	10	13	—	—
20,000	Natl. Bank of Ireland	50	174	174	5	—
10,000	Nat. Provincial Eng.	100	10	36	3	Jan.
50,000	Nat. & Prov. B. of Eng.	10	10	3	5	Dec.
10,000	North Wales	25	8	—	7	—
20,000	Prov. B. of Ireland	25	25	432	8	July
4,000	Ditto New	10	10	162	8	—
2,000,000	Royal of Scotland	—	109	—	—	—
7,000	South African	—	—	—	—	—
5,000	S. of Ireland, Cork	25	5	8	—	—
4,000,000	Western of Scotland	—	80	—	—	—
20,000	W. of Eng. & S. W. Dis.	20	124	124	5	July
20,000	Wilt.	—	—	—	—	—

**BAR LIGHT AND COFF COIN:**

STEEL RAIL AND COKE COMPANIES			
10,000	Alliance.....	10	5
2,500	Bath.....	20	16
500	Bradford.....	25	25
5,000	Bristol.....	40	16
5,000	Do. Process.....	20	19
925	Birmingham.....	50	50
2,400	Birm. & Staffordshire.....	50	50
600	Brentford.....	50	50
4,250	Bristol.....	20	20
1,500	Brighton.....	20	20
2,471	Do. New.....	20	18
7,471	Brighton, General.....	20	104
985	Carlisle.....	25	25
4,000	Continental Consolidat.....	75	62
240	Canterbury.....	50	50
709	Chelmsford.....	50	50
308	Chesterham.....	50	50
1,000	City of London.....	100	100
1,000	Do. New.....	100	60
500	Corenty.....	25	25
200	Derby.....	50	50
180	Dover.....	50	50
600	Dudley.....	20	20
4,300	Edinburgh Coal Gas.....	35	25
240	Edinburgh and Alloa.....	50	50
240	Exeter.....	50	50
4,000	Equitable.....	50	50
4,000	European.....	20	15
4,450	Glasgow.....	25	25
5,000	Greenwich Railw. Gas.....	50	50
5,000	Imperial.....	50	50
5,000	Do. Bonds.....	100	100
350	Ipswich.....	50	50
350	Isle of Thanet.....	25	25
1,250	Leicester.....	50	50
240	Leith Coal Gas.....	20	20
400	Liverpool.....	242	242
Do. N. Gas and Coke	100	100	100
Do. (N. Do.).....	60	60	60
200	Maldstone.....	50	50
500	Phoenix.....	50	50
579	Portsea.....	50	50
300	Rapla.....	50	50
500	Railw. ....	100	100
450	Rochdale.....	15	15
500	South Metropolitan.....	50	50
600	Sheffield.....	100	100
500	Shrewsbury.....	10	10
120	Swansea.....	50	50
200	United General.....	50	50
240	Warwick.....	50	50
400	Walsley.....	25	25
740	Warrington & Warfield.....	20	20
500	Westminster Coalw. ....	10	10
500	Ditto New.....	10	10
200	Worthing.....	50	50
500	Yarmouth.....	50	50

**DOCKA**

### DOCKS.

1,063 Commercial .....	100	100	60	3	July
East and West India Stock .....	100	100	114	..	Jan.
1,038 East Country .....	100	100	93	..	Dec.
£310.5s 10 London. 8th Ditto Bonds ....	..	..	101	4	Dec.
3,205 Bristol .....	147	147	80	31/19	Nov.
3,324 Ditto Notes .....	..	..	113	5	Nov.
575 Fulkestone Harbour Ditto Bonds .....	50	50	..	5	Jan.
1,800 Grand Collier Docks £2,752 St. Katherine's Stock Ditto Bonds .....	100	100	104	4	Oct.
2,500 Do. Bonds for 10 years Bedford Pier .....	20	20	11	..	Dec.
2,500 Southampton .....	20	20	14	..	Dec.

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BRIDGES.						
00	Hammermith	50	50	21	18	Jan
51	Southwark w. new sub.	424	625	2	..	Dec.
40	Do. New of 7 1/2 per cent.	50	50	14	11	Dec.
48	Yanahai	704	704	23	17 1/2	Feb.
49	Waterloo	100	100	34	..	Feb.
50	Do. old Annulities of St.	60	60	55 1/2	18 1/2	Feb.
50	Do. sub. do. of 7 1/2 ..	40	40	20 1/2	18 1/2	Feb.
50	Ditto Bonds	..	..	120	3	Feb.

WAT & WINTER, 2000-2001

WATER WORKS.						
Birmingham	25	25	20	94	—	
Colchester	100	100	—	—	—	3
East London	100	100	170	0	—	—
Glasgow	50	50	—	—	—	—
Grand Junction	45	45	49	91	—	Jan.
Edinburgh Joint Stock	25	25	—	—	—	—
Kent	100	100	45	7	—	—
Liverpool Booths	220	220	300	10	—	Jan.
New River Lond. Bridge	—	—	—	—	—	—
Water Amalgams	—	—	—	—	—	Oct.
Manchester & Salford	100	20	54	75	—	Mar.
Portsmouth	50	50	—	—	—	—
Portsmouth & Farnham	10	30	21	1	—	—
St. Katherine	10	8	16	—	—	—
Wexham, late	100	100	101	4	—	Oct.
West Midlands	613	613	44	45	—	Dec.
York Building Co. L. F.	100	100	55	114	—	Oct.

1999

ROADS.				
Archw. and Kent Th.	30	30	1	7
Barking	100	100	27	1
Commercial	100	100	7	1
Do. East India Dock R.	100	100	3	1
Great Dover St.		79		1
Milegate Approach		2		
New North Wh. Black	100	100		
LITERARY INSTITUTIONS.				
Admission Gen. of Science	50			
London, w. Brown's Tick.	75	52	20	
London University	100	100	15	
Russell	50	50	14	
King's College	100	100	50	

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ROADS.				
Archw. and Kent Th.	30	30	1	7
Barking	100	100	27	1
Commercial	100	100	7	1
Do. East India Dock R.	100	100	3	1
Great Dover St.		79		1
Milegate Approach		2		
New North Wh. Black	100	100		
LITERARY INSTITUTIONS.				
Admission Gen. of Science	50			
London, w. Brown's Tick.	75	52	20	
London University	100	100	15	
Russell	50	50	14	
King's College	100	100	50	

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Barking	100	100	27	1
Commercial	100	100	7	1
Do. East India Dock R.	100	100	3	1
Great Dover St.		79		1
Milegate Approach		2		
New North Wh. Black	100	100		
LITERARY INSTITUTIONS.				
Admission Gen. of Science	50			
London, w. Brown's Tick.	75	52	20	
London University	100	100	15	
Russell	50	50	14	
King's College	100	100	50	

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Milegate Approach		2		
New North Wh. Black	100	100		
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